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**Public Scoping Comments – Riverside County**

**Appendix I**



U.S. Department  
of Transportation  
**Federal Railroad  
Administration**

## Kris Livingston

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**From:** RWQCB8 RWQCB8 [RWQCB8@waterboards.ca.gov]  
**Sent:** Tuesday, November 03, 2009 3:19 PM  
**To:** HSR Comments  
**Cc:** cdonahue@arellanoassociates.com  
**Subject:** LA-SD HST Section via Inland Empire  
**Attachments:** Ca\_High\_Speed\_Rail\_Auth\_Dan\_Leavitt.pdf

You have been designated to receive a copy of the attached document.

In an effort to improve efficiency, beginning June 1, 2007, the Santa Ana Regional Water Quality Control Board will no longer mail paper copies to those designated to receive copies (cc's) of letters and other documents; these will be transmitted through email only.

All large attachments and other documents (such as tentative and adopted orders), will be posted on our website and not attached to this e-mail notification. To access these documents, please see our website at <http://www.waterboards.ca.gov/santaana>.

Document(s) can be viewed using Adobe Acrobat Reader. The free reader can be downloaded from [www.adobe.com](http://www.adobe.com) or from our web site.

If you have any questions or have received this email in error, please reply to this email or contact us at the phone number below.

Thank you

=====  
Santa Ana Regional Water Quality Control Board  
3737 Main Street, Suite 500  
Riverside, CA 92501  
Phone: 951-782-4130  
FAX: 951-781-6288  
Web: [www.waterboards.ca.gov/santaana](http://www.waterboards.ca.gov/santaana)





Linda S. Adams  
Secretary for  
Environmental Protection

## California Regional Water Quality Control Board Santa Ana Region

3737 Main Street, Suite 500, Riverside, California 92501-3348  
Phone (951) 782-4130 • FAX (951) 781-6288 • TDD (951) 782-3221  
www.waterboards.ca.gov/santaana



Arnold Schwarzenegger  
Governor

November 3, 2009

Dan Leavitt, Deputy Director  
California High-Speed Rail Authority  
Attn: LA-SD HST Project EIR/EIS  
925 L Street, Suite 1425  
Sacramento, CA 95814

### **NOTICES OF PREPARATION FOR DRAFT ENVIRONMENTAL IMPACT REPORTS (EIR)/ENVIRONMENTAL IMPACT STATEMENTS (EIS), CALIFORNIA HIGH-SPEED RAIL AUTHORITY (CHSRA) FOR CALIFORNIA HIGH-SPEED TRAIN PROJECT, SCH# 2007031067 AND SCH# 2009091070**

Dear Mr. Leavitt:

Staff of the Regional Water Quality Control Board, Santa Ana Region 8 (Regional Board), accept your recent invitations to serve as a Participating Agency for reviews of each DEIR/DEIS for both proposed High-Speed Train (HST) routes (Project) traversing Region 8:

- 1) Between Anaheim (ARTIC<sup>1</sup> Station) and Los Angeles (Union Station) (SCH# 2007031067), and
- 2) Between San Diego (undetermined origin), Riverside, Ontario, and/or San Bernardino, and Los Angeles (Union Station) (SCH# 2009091070).

Regional Board staff have attended interagency meetings regarding each route and have provided written and verbal comments that we understand are being incorporated into the DEIR/DEIS. Our September 1, 2004 comment letter is enclosed. During the current comment period, please consider the following comments about water-quality issues along alignments within Region 8, adding to statewide-based comments sent to you on October 23, 2009 by staff of the State Water Resources Control Board (SWRCB). We anticipate that future comments by State Board staff may supercede the following, as appropriate:

- Where groundwater dewatering is necessary for the construction and operation of trenched or tunneled segments in Orange, Riverside, or San Bernardino Counties, hydrologic investigations must determine groundwater quality and the DEIR/DEIS should generally discuss local results. If unacceptably high levels of pollutants (petroleum hydrocarbons, volatile organic compounds, metals, etc.) are present in the groundwater, treatment will be necessary to comply with the waste discharge requirements specified by the Regional Board.

<sup>1</sup> Proposed Anaheim Regional Transportation Intermodal Center

- Groundwater wells (monitoring, extraction, production, etc.) within the proposed alignments should be identified. When necessary, these wells must be properly abandoned to applicable standards.
- Rolling train stock require lubricating oils and other maintenance fluids that may drip onto the railbeds or accumulate at stations. The DEIR/DEIS should thoroughly discuss Best Management Practices (BMPs) to be implemented along the railways and at stations to capture these fluids and prevent their release into ground or surface waters. Further, the stated goal of consolidating other transportation modes into hubs, such as ARTIC, will necessitate combined BMP strategies to capture and treat hydrocarbons and other pollutants from onsite roadways, parking lots, and railbeds.
- It has been stated that crossings of roadways and channels will have grade separations (rail bridges/flyways; separated trenches/tunnels; street depressions/bridges) to the greatest extent possible. The DEIR/DEIS "Environmental Methodologies" Sections 3.6 (Biological Resources and Wetlands) and 3.7 (Hydrology and Water Resources) should discuss any standardized approaches for spanning water bodies with stretches of dedicated HST track. For instance, would spans across wetland or riparian areas require columns and footings within the water body or its embankments?
- At-grade crossings of waters of the state are already being studied by the Riverside County Transportation Commission (RCTC) staff for a new Metrolink route between Perris and Riverside. While exploring the alternative of an HST route along Interstate-215, the DEIR/DEIS may reflect that a cooperative effort between CHSRA and RCTC could identify strategies for avoidance, or maximum protection, of the beneficial uses of all drainages and seasonal pools that could be affected by this route.
- The DEIR/DEIS should resolve whether the pending Memorandum of Understanding (MOU) between CHSRA and the U.S. Army Corps of Engineers (USACOE) for the Anaheim-Los Angeles route can, or should, be expanded to a statewide MOU (as indicated in a recent San Diego route meeting). If so, then we believe that an application to the SWRCB for a project-wide Clean Water Act Section 401 Water Quality Standards Certification (Certification) should be accompanied by an inventory of each water body subject to USACOE jurisdiction that may be affected by the HST route, with types of crossings and any associated impacts and proposed mitigation. The DEIR/DEIS can introduce that such inventory will occur project-wide.
- The Project's jurisdictional study (and subsequent USACOE staff determination) may find that certain wetlands, seasonal ponds, riparian segments, or other surface waters are isolated from waters of the U.S. or otherwise outside of federal jurisdiction and not subject to Certification. These so-called "isolated waters" are nevertheless waters of the state and consequently, the Project may be subject to individual waste discharge requirements (WDRs) pursuant to the California Water Code, as well as to the Certification. The DEIR/DEIS could separately inventory such water bodies from the USACOE-jurisdictional water bodies.

- The DEIR/DEIS should include an anti-degradation study for the Project, in compliance with federal and state water-quality policy, to ensure that the Project will not degrade waters of the U.S. and the state ("backslide" below present conditions).

If you have any questions, please contact Glenn Robertson at (951) 782-3259, [grobertson@waterboards.ca.gov](mailto:grobertson@waterboards.ca.gov), or me at (951) 782-3234, or [madelson@waterboards.ca.gov](mailto:madelson@waterboards.ca.gov)

Sincerely,



Mark G. Adelson, Chief  
Regional Planning Programs Section

Enclosure: September 1, 2004 letter to Dan Leavitt

Cc w/encl: State Clearinghouse  
California Department of Fish and Game, Ontario – Anna Milloy/Michael Flores  
State Water Resources Control Board – Bill Orme  
Region 4 Watershed Planning, Los Angeles – Shirley Birosik  
Region 9 North Watershed Planning, San Diego – James Smith  
Riverside County Transportation Commission, Riverside – Edda Rosso

X:\Groberts on Magnolia\Data\CEQA\CEQA Responses\ NOP\DEIR- High-Speed Rail Authority- Region 8 Portions.doc



# California Regional Water Quality Control Board

## Santa Ana Region



Terry Tamminen  
Secretary for  
Environmental  
Protection

3737 Main Street, Suite 500, Riverside, California 92501-3348  
(951) 782-4130 • Fax (951) 781-6288  
<http://www.swrcb.ca.gov/rwqcb8>

Arnold Schwarzenegger  
Governor

September 1, 2004

Dan Leavitt  
California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

**DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT AND ENVIRONMENTAL IMPACT  
STATEMENT (EIR/EIS) FOR THE CALIFORNIA HIGH-SPEED TRAIN SYSTEM, SCH #2001042045**

Dear Mr. Leavitt:

Staff of the Regional Water Quality Control Board, Santa Ana Region (RWQCB), have reviewed the May 2004 EIR/EIS regarding the proposed high-speed train system that would extend from San Diego to Sacramento, including portions of Orange, Riverside, and San Bernardino Counties under Region 8 jurisdiction. We have the following comments:

Section 3.14, Hydrology and Water Resources, and Section 3.15, Biological Resources satisfactorily cover the types of surface water, wetland, and groundwater issues of concern during the construction of the routes. Although no water bodies in Region 8 are identified for potential impacts, we request that any new channel crossings, or proposed revisions to channel crossings, be inventoried and identified in the final EIR/EIS and during the noted Clean Water Act Sections 404/401 permit application process. Information concerning Section 401 certification can be found at the Regional Board's website, [www.swrcb.ca.gov/rwqcb8/html/401.html](http://www.swrcb.ca.gov/rwqcb8/html/401.html)

The DEIR implies that if the proposed San Bernardino loop alignment route is chosen, there will be fewer overall "potentially impacted waters and wetlands" than if routes are chosen that include the Riverside, Colton, and University of California Riverside alignments and stations. Board staff believes that the alignment that least affects water quality standards (that is, quality objectives and beneficial uses) identified in the Santa Ana River Basin Water Quality Control Plan - Region 8 should be selected over others.

If you have any questions, please contact Glenn Robertson at (909) 782-3259 or me at (909) 782-3234.

Sincerely,

Mark G. Adelson, Chief  
Regional Planning Programs Section

cc: Scott Morgan – State Clearinghouse

Q: Planning/Groberts/Letters/DEIR-USDOT- CA High Speed Train System

## Kris Livingston

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**From:** Zambrano, Myrna [Myrna.Zambrano@SEN.CA.GOV]  
**Sent:** Wednesday, November 18, 2009 2:41 PM  
**To:** HSR Comments  
**Cc:** Spehn, Deanna  
**Subject:** "LA-SD HST Section via the Inland Empire  
**Attachments:** High Speed Rail 11.18.09.pdf

Myrna Zambrano  
Senator Christine Kehoe  
2445 5th Avenue, Suite 200  
619-645-3133  
619-645-3144 fax

CAPITOL OFFICE:  
STATE CAPITOL  
SACRAMENTO, CA 95814  
TEL (916) 651-4039  
FAX (916) 327-2188

DISTRICT OFFICE:  
2445 5TH AVENUE, SUITE 200  
SAN DIEGO, CA 92101  
TEL (619) 645-3133  
FAX (619) 645-3144

# California State Senate

SENATOR  
CHRISTINE KEHOE  
THIRTY-NINTH SENATE DISTRICT



## STANDING COMMITTEES:

- ENERGY, UTILITIES AND COMMUNICATIONS, CHAIR
- BUDGET AND FISCAL REVIEW
- LOCAL GOVERNMENT
- NATURAL RESOURCES AND WATER

- TRANSPORTATION AND HOUSING

## JOINT COMMITTEES:

- LEGISLATIVE BUDGET COMMITTEE
- EMERGENCY SERVICES AND HOMELAND SECURITY
- ARTS

## MEMBER:

- CALIFORNIA CULTURAL AND HISTORICAL ENDOWMENT
- CALIFORNIA LEGISLATIVE LESBIAN, GAY, BISEXUAL AND TRANSGENDER CAUCUS
- LEGISLATIVE WOMEN'S CAUCUS
- SEA GRANT ADVISORY PANEL
- BROADBAND TASK FORCE

November 18, 2009

The Honorable Kurt Pringle, Chair  
California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

Dan Leavitt  
Deputy Director  
California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

Attn: LA-SD HST Project EIR/EIS

Dear Chairman Pringle and Deputy Director Leavitt:

Thank you for the opportunity to provide comments on the Authority's NOP for the Project Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the Los Angeles to San Diego high speed train corridor.

Last November as our local, state and federal governments reeled from the sudden and significant downturn in our economy, and with millions of people being laid off as businesses downsized, California voters affirmed their belief in the importance of high speed trains as they approved almost \$10 billion in state bonds. I am in strong support of implementing the vision of high speed rail from San Diego to San Francisco and Sacramento. The opportunities to enhance our state's economy through the development of new industries and new jobs while reducing greenhouse gas emissions are boundless.

I support no more than two stations within San Diego County: one at San Diego International Airport (Lindbergh Field) as part of an Intermodal Transportation Center and a second at the Escondido Transit Center. I do not support a stop in University City. I also support the High-Speed Rail Authority analyzing both the I-5 corridor and the I-15 corridor so that a fair and comprehensive determination can be made on how each route would affect the environment.

Most important, I recommend that the Authority not lose sight of the public's intent in voting for the bond measure last November and adopt routes and site stations that fulfill the vision and promise of a true high speed rail system. That includes facilitating efforts to enhance intercity rail and support opportunities to develop a commuter market along the I-15 corridor, a potential extension to the border, and linking transportation improvements with smart growth land uses.

I look forward to working with the Authority, the San Diego Association of Governments (SANDAG), and our local jurisdictions in making this high speed rail vision a reality.

Sincerely,

A handwritten signature in black ink, reading "Christine Kehoe". The signature is fluid and cursive, with the first name "Christine" written in a larger, more prominent script than the last name "Kehoe".

CHRISTINE KEHOE  
Senator, 39<sup>th</sup> District

**Kris Livingston**

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**From:** Wills, Mark [MWILLS@rcflood.org]  
**Sent:** Friday, November 20, 2009 8:30 AM  
**To:** HSR Comments  
**Subject:** LA-SD HST Section via the Inland Empire  
**Attachments:** NOP-CalHighSpdRailPrjAuth.pdf

**Importance:** High

Ladies and Gentlemen:

Please accept the attached comments on behalf of the Riverside County Flood Control & Water Conservation District.

Thank you,  
Mark H. Wills  
Chief of Regulatory  
Riverside County Flood Control  
and Water Conservation District  
951.955.8411



November 19, 2009

Mr. Dan Leavitt, Deputy Director  
California High-Speed Rail Project Authority  
925 L Street  
Sacramento, CA 95814

Dear Mr. Leavitt:

Re: Notice of Preparation  
LA-SD HST Project EIR/EIS  
LA-SD HST Section (Inland Empire)

This letter is written in response to the Notice of Preparation (NOP) for a project level Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the California High-Speed Rail Train (HST) Project from Los Angeles to San Diego (LA-SD) via the Inland Empire. The LA-SD HST Project EIR/EIS tiers off a previously completed Statewide Program EIR/EIS for the California High-Speed Train Program. The NOP indicates that two alternative alignments, the "Corona Option" and the "Riverside Option", are under consideration. The Corona Option generally follows the I-15 freeway corridor and the Riverside Option generally follows the I-215 freeway corridor.

The Riverside County Flood Control and Water Conservation District (District) owns and operates various drainage facilities located along the proposed routes and would likely be required to issue various encroachment permits for the project. As such, the District would act as a Responsible Agency pursuant to the California Environmental Quality Act.

The District has reviewed the NOP and has the following comments:

**Floodplain Management / NFIP Compliance**

Portions of the proposed project alignments traverse or may otherwise be located within the limits of Special Flood Hazard Areas as designated by the Federal Emergency Management Agency on the currently effective Digital Flood Insurance Rate Maps. The proposed project must comply with National Flood Insurance Program (NFIP) regulations (40CFR Parts 59-60) and local floodplain management ordinances (e.g., County Ordinance No. 458). Note that each of the incorporated cities located along the proposed alignments is responsible for compliance with the FEMA floodplain management regulations within their city limits. For additional information regarding floodplain management or NFIP compliance please contact Mr. David Garcia of the District's Floodplain Management Section at 951.955.1265.

Mr. Dan Leavitt  
Re: Notice of Preparation  
LA-SD HST Project EIR/EIS  
LA-SD HST Section (Inland Empire)

- 2 -

November 19, 2009

### **Coordination with Existing and Proposed Drainage Facilities**

The proposed alignments traverse numerous watersheds and watercourses; therefore, it is anticipated that the proposed project will impact various existing District maintained drainage facilities and/or rights of way that are located within these watersheds and watercourses. The Authority will be required to obtain an encroachment permit for any aspects of the proposed project that would affect existing District facilities and/or rights of way. For additional information regarding encroachment permits please contact Mr. Ed Lotz of the District's Encroachment Permit Section at 951.955.1266.

In addition to existing facilities, the District has also adopted a number of Master Drainage Plans (MDPs) within certain watersheds. The MDPs identify the proposed facilities that are necessary to alleviate existing flooding problems within the MDP area. For additional information regarding the District MDPs, please contact Mr. Dale Anderson at 951.955.1345 or Mr. Edwin Quinonez 951.955.1210.

### **Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP)**

The District, along with the incorporated cities and the County of Riverside, are Permittees under the MSHCP. The MSHCP, which is administered by the Western Riverside County Regional Conservation Authority, provides for the long-term conservation of various sensitive species throughout the westerly portion of Riverside County. The District must comply with the provisions of the MSHCP when it issues an encroachment permit or takes other discretionary action.

The Authority will need to demonstrate that the project is consistent with the MSHCP. The EIR/EIS should include an MSHCP consistency report with all of its supporting documents and provide adequate mitigation, if needed, in accordance with all applicable MSHCP requirements. The report should address, at a minimum, Sections 3.2, 3.2.1, 6.1.2, 6.1.3, 6.1.4, 6.3.2, 7.5.3 and Appendix C of the MSHCP.

### **Water Quality / NPDES Stormwater Permitting**

It appears the project will require coverage under the statewide National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated With Construction And Land Disturbance Activities (Order No. 2009-0009-DWQ / NPDES No. CAS000002). Additionally, certain waterbodies within the region (Canyon Lake, Lake Elsinore and the Santa Ana River, Reach 3) have been identified on the State's Clean Water Act Section 303(d) listing of impaired waterbodies and Total Maximum Daily Load (TMDL) Waste Load Allocations have been adopted by the Santa Ana Regional Water Quality Control Board.

Mr. Dan Leavitt  
Re: Notice of Preparation  
LA-SD HST Project EIR/EIS  
LA-SD HST Section (Inland Empire)

- 3 -

November 19, 2009

The District, along with the incorporated cities and the County of Riverside, operate and maintain Municipal Separate Storm Sewer Systems (MS4s) pursuant to an NPDES MS4 Permit issued by the SARWQCB [NPDES Permit (R8-2002-0011)]. This permit requires the Permittees to minimize the discharge of pollutants from their respective MS4s to the maximum extent practicable. The project will need to implement an effective combination of site, source and treatment control best management practices to minimize the discharge of pollutants in stormwater and to prevent non-stormwater discharges to the Permittees' MS4s and/or local waterbodies. For additional information regarding the District's Municipal Stormwater Program, please contact Mr. Albert Martinez at 951.955.2901.

Very truly yours,



MARK H. WILLS  
Chief of Regulatory Division

cc: David Garcia  
Ed Lotz  
Dale Anderson  
Edwin Quinonez  
Albert Martinez

MHW:cw  
P8/127969



November 19, 2009

Mr. Dan Leavitt, Deputy Director  
California High-Speed Rail Project Authority  
925 L Street  
Sacramento, CA 95814

Dear Mr. Leavitt:

Re: Notice of Preparation  
LA-SD HST Project EIR/EIS  
LA-SD HST Section (Inland Empire)

This letter is written in response to the Notice of Preparation (NOP) for a project level Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the California High-Speed Rail Train (HST) Project from Los Angeles to San Diego (LA-SD) via the Inland Empire. The LA-SD HST Project EIR/EIS tiers off a previously completed Statewide Program EIR/EIS for the California High-Speed Train Program. The NOP indicates that two alternative alignments, the "Corona Option" and the "Riverside Option", are under consideration. The Corona Option generally follows the I-15 freeway corridor and the Riverside Option generally follows the I-215 freeway corridor.

The Riverside County Flood Control and Water Conservation District (District) owns and operates various drainage facilities located along the proposed routes and would likely be required to issue various encroachment permits for the project. As such, the District would act as a Responsible Agency pursuant to the California Environmental Quality Act.

The District has reviewed the NOP and has the following comments:

**Floodplain Management / NFIP Compliance**

Portions of the proposed project alignments traverse or may otherwise be located within the limits of Special Flood Hazard Areas as designated by the Federal Emergency Management Agency on the currently effective Digital Flood Insurance Rate Maps. The proposed project must comply with National Flood Insurance Program (NFIP) regulations (40CFR Parts 59-60) and local floodplain management ordinances (e.g., County Ordinance No. 458). Note that each of the incorporated cities located along the proposed alignments is responsible for compliance with the FEMA floodplain management regulations within their city limits. For additional information regarding floodplain management or NFIP compliance please contact Mr. David Garcia of the District's Floodplain Management Section at 951.955.1265.

Mr. Dan Leavitt  
Re: Notice of Preparation  
LA-SD HST Project EIR/EIS  
LA-SD HST Section (Inland Empire)

- 2 -

November 19, 2009

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The Authority will need to demonstrate that the project is consistent with the MSHCP. The EIR/EIS should include an MSHCP consistency report with all of its supporting documents and provide adequate mitigation, if needed, in accordance with all applicable MSHCP requirements. The report should address, at a minimum, Sections 3.2, 3.2.1, 6.1.2, 6.1.3, 6.1.4, 6.3.2, 7.5.3 and Appendix C of the MSHCP.

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Mr. Dan Leavitt  
Re: Notice of Preparation  
LA-SD HST Project EIR/EIS  
LA-SD HST Section (Inland Empire)

- 3 -

November 19, 2009

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Very truly yours,



MARK H. WILLS  
Chief of Regulatory Division

cc: David Garcia  
Ed Lotz  
Dale Anderson  
Edwin Quinonez  
Albert Martinez

MHW:cw  
P8/127969



## Kris Livingston

---

**From:** Keith Owens [kowens@wmwd.com]  
**Sent:** Friday, November 20, 2009 5:02 PM  
**To:** HSR Comments  
**Subject:** LA-SD HST

Good morning HST Team member,

I, Keith Owens, had an opportunity to attend the Public Scoping meeting at Ontario International Airport on November 2, 2009. The following are comments concerning the high speed train system. Western Municipal Water District has a general district area of approximately 510 square miles that contain sections of I15 and I215. Western would like to receive any correspondence concerning the defined proposed route of the HST. At that time, Western will be in a better position to appropriately address where potential conflicts, if any, may exist with District facilities and infrastructure.

With that said, the HST via the I15 or I215 will route through Western's general district.

Keith G. Owens, P.E.  
Principal Engineer



Dir: 951-789-5029 Fax: 951-789-5012  
[www.wmwd.com](http://www.wmwd.com)



**PUBLIC WORKS DEPARTMENT**

(951) 736-2266  
(951) 279-3627 (FAX)  
[Kip.Field@ci.corona.ca.us](mailto:Kip.Field@ci.corona.ca.us)

400 SOUTH VICENTIA AVENUE, P.O. BOX 940, CORONA, CALIFORNIA 92879-0940  
CITY HALL - ON LINE ALL THE TIME (<http://www.discovercorona.com>)

November 18, 2009

Dan Leavitt, Deputy Director  
ATTN: LA-SD HST Project EIR/EIS  
California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

**SUBJECT: Notice of Preparation of a Project Environmental Impact  
Report/Environmental Impact Statement (EIR/EIS) for the California  
High-Speed Train Project from Los Angeles to San Diego via the  
Inland Empire Participating Agency Invitation**

Dear Mr. Leavitt:

The City of Corona has received the Notice of Preparation (NOP) of Project Environmental Impact Report / Environmental Impact Statement (EIR/EIS) for the California High-Speed Train Project from Los Angeles to San Diego via the Inland Empire.

The City of Corona recently adopted Resolution No. 2009-109 (attached), supporting the overall implementation of the statewide High-Speed Train System including the Los Angeles to San Diego via the Inland Empire segment. The City of Corona welcomes the consideration of alignment and station options within the city. Our staff has already worked closely with California High-Speed Rail Authority (Authority) staff to identify conceptual alignments and station options in the area, and will continue to provide support and information as necessary to conduct the environmental and engineering studies.

In addition, the city accepts your invitation to serve as a Participating Agency on the Los Angeles to San Diego via the Inland Empire High-Speed Train Project EIR/EIS. The City will work closely with the Authority and the Federal Railroad Administration (FRA) in the preparation of the project EIR/EIS. We request that you direct all communication through me, as the primary contact for this project.



We have reviewed the Notice of Preparation and the Notice of Initiation and do not have any specific concerns at this time regarding the scope of the environmental analysis. However, we are concerned with the segmentation as it is currently stated. The division points, March Air Reserve Base (ARB) and Mira Mesa, create difficulties in the analysis and comparison of alternatives along the I-15 and I-215 corridors. We suggest segment breaks at Ontario and Temecula to better account for the alignment and station options currently under consideration.

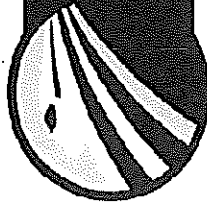
We look forward to continued involvement and discussions during the preparation of the DEIR and, as always, we are available to provide any additional information that you may need for this project.

Sincerely,



Kip D. Field, P.E.  
Public Works Director

C: Brad Robbins, City Manager  
Joanne Coletta, Community Development Director  
Darrell Talbert, Redevelopment Director  
Sheldon Peterson, RCTC



# Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM  
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by November 20, 2009 (return address is on the reverse side of this form).

Name (please print): PAUL TECSON City: CORONA State: CA Zip: 92883  
Organization/Business: 3-D FINANCIAL RE-ADVISERS E-mail: paultecson2@aol.com  
Address: 4411 Putting Green Ave, Corona, CA 92883

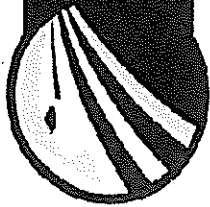
☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

The 4 high-speed train system (HST) project is an excellent idea/project who's time has come. I travel extensively in Europe and Asia and I can't believe how the U.S. is so far behind in implementing a high-speed rail network in both national and state level. I'm just glad the California, for once, is in the forefront of possibly building the first high-speed rail project for the U.S.

As for the rail station stops, I know how much economic development is produced by a rail station. As a current Planning Commissioner in the City of Corona, I believe that the 15 route to San Diego is the ideal stop instead of Riverside. First, this route is more direct than looping around the 215. Second, the population growth forecast is projected along the 15 freeway corridor. Third, the planned station for Corona is ideal and easy access from the 15 freeway off the Cajalero Interchange in an area that's already developing mixed use of residential, commercial and office. Lastly, this station location is situated on a planned east-west freeway corridor called Mid-County Parkway. Given these reasons, the most compelling reason to build in Corona is because it makes the most practical sense in terms of

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST use and Section via the Inland Empire" to [comments@hsr.ca.gov](mailto:comments@hsr.ca.gov). In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.



# Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM  
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by November 20, 2009 (return address is on the reverse side of this form).

Name (please print): Barry Forten <sup>Economic Development Director</sup> City: Morano Valley State: CA Zip: 92572  
Organization/Business: City of Morano Valley E-mail: barry.f@moravally.org  
Address: P.O. Box 88005

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

I am very supportive of developing the High-Speed Rail line. The alignment must include the I-215 corridor because it will provide access for people living in the major population centers of the Inland Empire Region including Riverside, Moreno Valley and San Bernardino. Going down the I-15 corridor benefits only the City of Corona and completely ignores the vast majority of the population of the Inland Region.

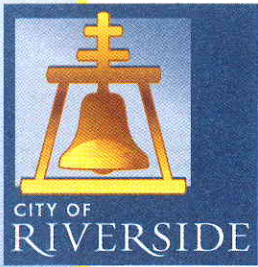
The preferred location for a station in Riverside should be along I-215 at Marchant's location. It could be integrated into the new Metro Link station under development at this location. The location would be the most feasible from a cost standpoint, as well as access to roads and population centers.

All in all the I-215 Route makes the best "business" sense!!!

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to [comments@hsr.ca.gov](mailto:comments@hsr.ca.gov). In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

Fold and Tape Completely Before Mailing





Community Development  
Department  
Planning Division

November 20, 2009

Mr. Dan Leavitt, Deputy Director  
ATTN: LA-SD HST Project EIR/EIS  
California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

**SUBJECT: NOTICE OF PREPARATION (NOP) OF A PROJECT ENVIRONMENTAL  
IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT (EIR/EIS) FOR  
THE CALIFORNIA HIGH-SPEED TRAIN PROJECT FROM LOS ANGELES  
TO SAN DIEGO VIA THE INLAND EMPIRE**

Dear Mr. Leavitt:

The City of Riverside appreciates the opportunity to comment on the NOP of a Project EIR/EIS for the Los Angeles to San Diego via the Inland Empire Segment (LA-IE-SD Segment) of the proposed California High-Speed Train (HST) System. The California High-Speed Rail Authority (CHSRA) proposes to construct, operate, and maintain an electric powered, steel-wheel-on-steel-rail HST System that connects California's major metropolitan centers in Northern and Southern California. The HST System stretches approximately 800 miles and is capable of operating speeds of 220 miles per hour on a mostly dedicated system of fully grade-separated, access controlled, state-of-the-art steel track with safety, signaling, communication, and automated train control systems. Two alignments are presently under consideration in the Inland Empire in the vicinity of the City of Riverside – the Interstate-215 (I-215) alignment and the Interstate-15 alignment. Given each alignment's proximity and the possibility that a station may be located within the City, City staff has thoroughly reviewed the proposal and offers the following for your consideration.

On July 7, 2009, the City of Riverside City Council voted to support the California High-Speed rail project and to formally endorse the I-215 alignment. At that meeting, the City Council expressed its strong desire to see the placement of a station within the City along the I-215 alignment in the vicinity of the University of California at Riverside. In addition, three corridor options (for the I-215 alignment) were recommended to the CHSRA for further study in the prospective environmental work; please refer to Attachments 1 and 2 for additional information.

With the largest population and employment base in the region, the City of Riverside stands as the cultural, political, and economic center of the Inland Empire. With three universities, a prospective school of medicine, and a major community college system, the City hosts one of the largest student populations in all of California, as well as the region's largest concentration of governmental, financial, cultural, and judicial services, including branches of the County Superior Court, U.S. District and Bankruptcy Courts, and California Appellate Courts. Combined with the City's expected population and



economic growth in the not-to-distant future, the City is well-positioned to support the development of the California HST System and the placement of a station within the City.

As identified in the NOP, the purpose of the EIR/EIS is to evaluate the potential effects of the proposed project on the physical and natural environment, as well as the social and economic impacts related to its construction and operation on surrounding areas. It is requested that the prospective environmental analysis appropriately address and discuss all potential impacts on established neighborhoods within the bounds of the project area, including but not limited to quality of life issues, social justice issues, noise impacts, and potential displacements or relocations as they may relate to the I-215 alignment and the three proposed corridor options through the City of Riverside.

With projects of any scope or magnitude, public involvement and engagement are integral components of the scoping process. The City of Riverside appreciates the efforts of the CHSRA to solicit input from City residents by hosting a public scoping session on October 22, 2009 at the Cesar Chavez Community Center.

City staff appreciates your continued collaboration and looks forward to working with the California High-Speed Rail Authority and its staff in the future. Please forward copies of all revised plans, staff reports, and environmental documents to the City for review. Should you have any questions regarding this letter, please contact Moises A. Lopez, Associate Planner, at (951) 826-5264 or by email at [mlopez@riversideca.gov](mailto:mlopez@riversideca.gov).

Sincerely,



Ken Gutierrez, AICP  
Planning Director

Attachments:

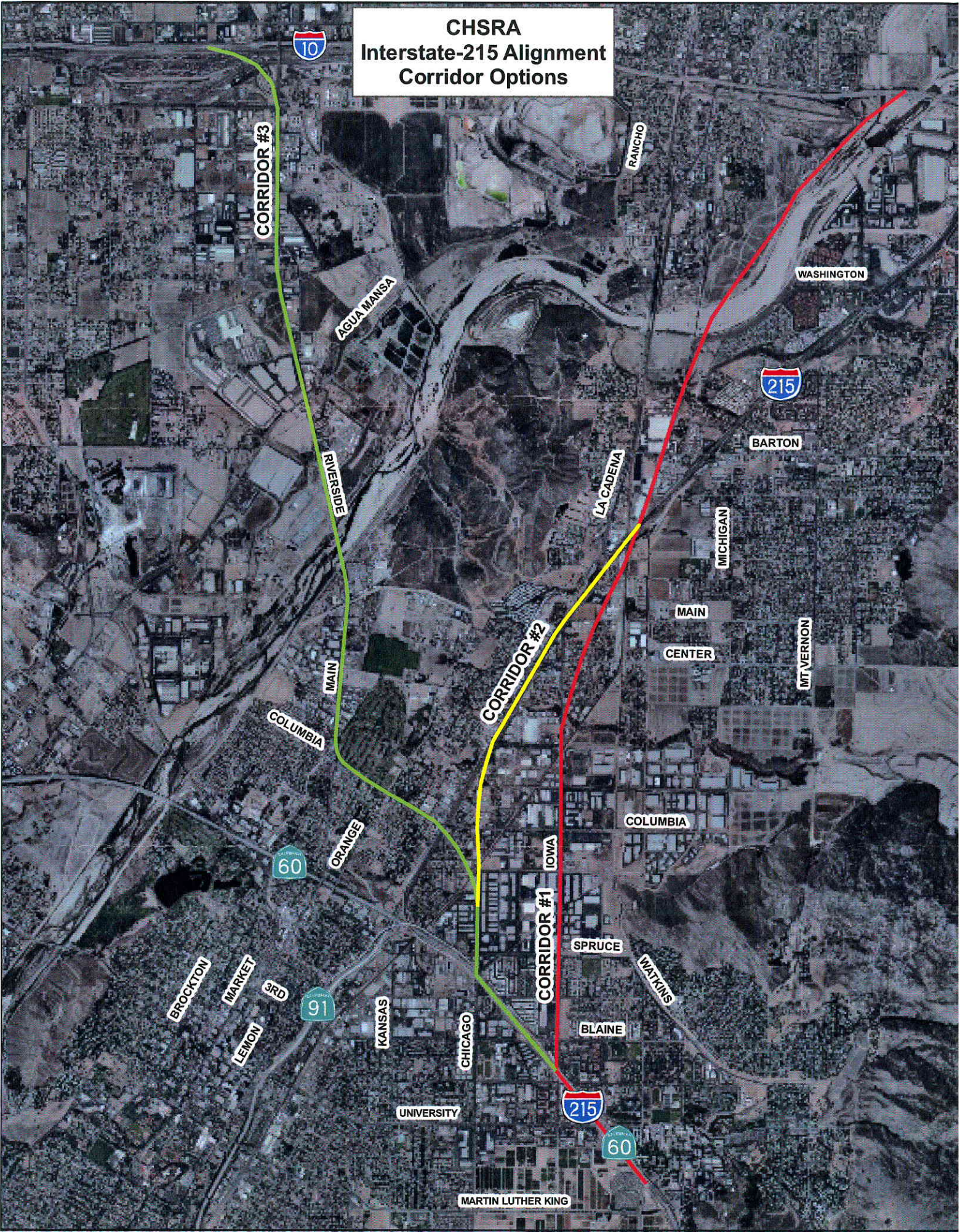
1. City of Riverside Corridor Options for the Interstate-215 Alignment.
2. City Council Staff Report (July 14, 2009)

cc: Ronald O. Loveridge, Mayor  
Riverside City Council Members  
Brad Hudson, City Manager  
Belinda Graham, Assistant City Manager  
Tom De Santis, Assistant City Manager  
Scott Barber, Community Development Director  
Siobhan Foster, Public Works Director  
Tom Boyd, Deputy Public Works Director/City Engineer  
Steve Libring, Traffic Engineer



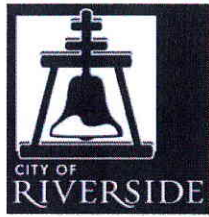


**CHSRA  
Interstate-215 Alignment  
Corridor Options**









# City Council Memorandum

**TO: HONORABLE MAYOR AND CITY COUNCIL** **DATE: July 14, 2009**  
**FROM: COMMUNITY DEVELOPMENT DEPARTMENT** **ITEM NO:**  
**PLANNING DIVISION**  
**WARDS: ALL**  
**SUBJECT: CALIFORNIA HIGH-SPEED RAIL – POTENTIAL ALIGNMENTS AND STATION LOCATIONS TO BE INCLUDED IN THE CONCEPTUAL STUDY**

## **ISSUE:**

In advance of environmental work to begin later this year, the California High-Speed Rail Authority (CHSRA) is seeking input from partner jurisdictions on the City's preferred alignment of the rail corridor and conceptual station locations.

## **RECOMMENDATIONS:**

That the City Council:

1. Endorse the High Speed Rail I-215 alignment through the City of Riverside;
2. Recommend to the CHSRA to study the Transportation Committee's recommended corridor options and conceptual station locations for the I-215 alignment in the upcoming environmental work; and
3. Support the efforts of the Riverside County Transportation Commission (RCTC) High-Speed Rail Ad Hoc Committee to review the High Speed Rail project on a regional level.

## **COMMITTEE RECOMMENDATION:**

On June 11, 2009, the Transportation Committee unanimously recommended that the City Council: 1) endorse the High Speed Rail I-215 alignment; 2) have the CHSRA study the recommended corridor options; and 3) support RCTC's High Speed Rail Ad Hoc Committee for a regional perspective on the Rail project.

## **BACKGROUND:**

On April 9, 2009, the CHSRA presented the Transportation Committee (Committee) with an overview of the proposed high-speed rail system, centering on the two potential Inland Empire alignments presently under consideration – the programmatic alignment along Interstate-215 (I-215) and an alternative alignment under consideration at the request of the Riverside County Transportation Commission (RCTC) along Interstate-15 (I-15). Without a formal motion, the Committee voiced its general support for the I-215 alignment and directed the Public Works

Department and Planning Division to meet with CHSRA staff to further discuss and assess the alignment's feasibility.

In addition, on May 11, 2009, the Transportation Accountability Performance (TAP) Summit also endorsed the I-215 alignment.

On June 11, 2009, City staff presented the Committee with three potential corridor options for the I-15 alignment that should be included in the formal environmental analysis which is expected to commence later this year (Attachment 1 of the June 11, 2009 Transportation Committee Staff Report). All three corridor options essentially follow the I-215 alignment, but avoid the 60/91/215 interchange. Potential rail stations would need to be located along the rail corridor, possibly in the vicinity of the University of California at Riverside. Please note, all corridor options and station locations are conceptual in nature and would benefit from additional study to more adequately assess their feasibility.

The Transportation Committee also recognized that the High Speed Rail project is important to the entire region and needs a regional perspective. To this end, the Committee further recommends that the City of Riverside support RCTC's High Speed Rail Ad Hoc Committee (of which Councilmember Adams is a member). For additional information, please refer to the June 11, 2009 Committee Staff Report (Attachment 1).

The CHSRA staff has been invited to make a presentation to the Council at this evening's meeting on the project and respond to questions from the City Council.

**FISCAL IMPACT:**

There is no fiscal impact other than the staff time required to draft this report.

Prepared by: Ken Gutierrez, Planning Director  
Siobhan Foster, Public Works Director  
Certified as to availability  
of funds: Paul C. Sundeen, Assistant City Manager/CFO/Treasurer  
Approved by: Belinda J. Graham, Assistant City Manager  
for Bradley J. Hudson, City Manager  
Approved as to form: Gregory P. Priamos, City Attorney

Concurs with:

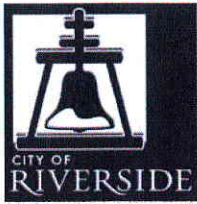
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Steve Adams, Chair  
Transportation Committee

Attachment:

1. Transportation Committee Staff Report (June 11, 2009)





# Transportation Committee

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**TO: MEMBERS OF THE TRANSPORTATION COMMITTEE**      **DATE: June 11, 2009**

**FROM: COMMUNITY DEVELOPMENT DEPARTMENT**      **ITEM NO:**  
**PLANNING DIVISION**  
**PUBLIC WORKS DEPARTMENT**      **WARDS: ALL**

**SUBJECT: CALIFORNIA HIGH-SPEED RAIL – POTENTIAL ALIGNMENTS AND STATION LOCATIONS TO BE INCLUDED IN THE CONCEPTUAL STUDY – DIRECT SUBMITTAL**

## **ISSUE:**

The California High-Speed Rail Authority (CHSRA) is soliciting an endorsement from partner jurisdictions on the potential alignment of the rail and conceptual station locations for the prospective environmental work to follow.

## **RECOMMENDATIONS:**

That the Transportation Committee recommend that the City Council:

1. Endorse the High Speed Rail through the City of Riverside; and
2. Recommend to the CHSRA the study of three corridor options and conceptual station locations for the I-215 alignment in the prospective environmental work.

## **BACKGROUND:**

On April 9, 2009, the CHSRA presented to the Transportation Committee (Committee) an overview of the two potential Inland Empire alignments under consideration – the programmatic alignment along Interstate-215 (I-215) and an alternative alignment under consideration at the request of the Riverside County Transportation Commission along Interstate-15. Without a formal motion, the Committee voiced its general support for the I-215 alignment and directed the Public Works Department and Planning Division to meet with CHSRA staff to further discuss and assess the alignment's feasibility. Such an assessment would serve as the basis for a conceptual plan to be developed by the CHSRA that would identify specific corridors through which the I-215 alignment could navigate. It is important to note that the conceptual study is only the beginning of what is expected to be a two- to three-year environmental review process. The conceptual study is intended to identify all of the alternatives to be considered by the environmental impact report/environmental impact statement (EIR/EIS) for this segment of the high-speed rail network.

In addition to the general support expressed by the Committee, the Transportation Accountability Performance (TAP) Summit also endorsed the I-215 alignment.

### *Corridor Options*

After reviewing the alignment proposals with CHSRA staff, City staff is recommending three possible corridor options for the I-215 alignment that should be included in the environmental analysis. All three options (Attachment 1) essentially follow the I-215 alignment but avoid the 60/215/91 interchange. Two of the proposed options head north toward San Bernardino while the other continues in a more westerly direction toward Ontario. All are conceptual in nature and could benefit further study. They include:

- Corridor Option 1 (Iowa Avenue) – As the I-215 alignment enters the City through the Hunter Industrial Park and University Neighborhoods, the alignment would navigate along Iowa Avenue (south) before turning east (at or around Linden Street) to join and parallel the I-215 freeway out of the City.
- Corridor Option 2 (Chicago Avenue) – As the I-215 alignment enters the City through the Hunter Industrial Park and University Neighborhoods, the alignment would navigate along Chicago Avenue (south) before veering east (at or around Spruce Street) to join and parallel the I-215 freeway out of the City.
- Corridor Option 3 (Main Street) – As the I-215 alignment enters the City through the Northside Neighborhood, the alignment would navigate along Main Street (south) before turning east to join and parallel the I-215 freeway out of the City.

Potential rail stations would need to be located along the rail corridor, possibly in the vicinity of the University of California, Riverside. The CHSRA suggests that 2,000 – 3,000 spaces be provided at the future rail station.

### *CHSRA Projected Timeline*

It is expected that by July 2009, each local jurisdiction will be able to support an alternative under consideration to allow for the release of a draft conceptual study in early fall 2009. The CHSRA anticipates issuing both a Notice of Intent and a Notice of Preparation in October 2009 in order to formally commence the EIR/EIS process, with public scoping sessions to be held in November 2009.

### **FISCAL IMPACT:**

There is no fiscal impact associated with this report.

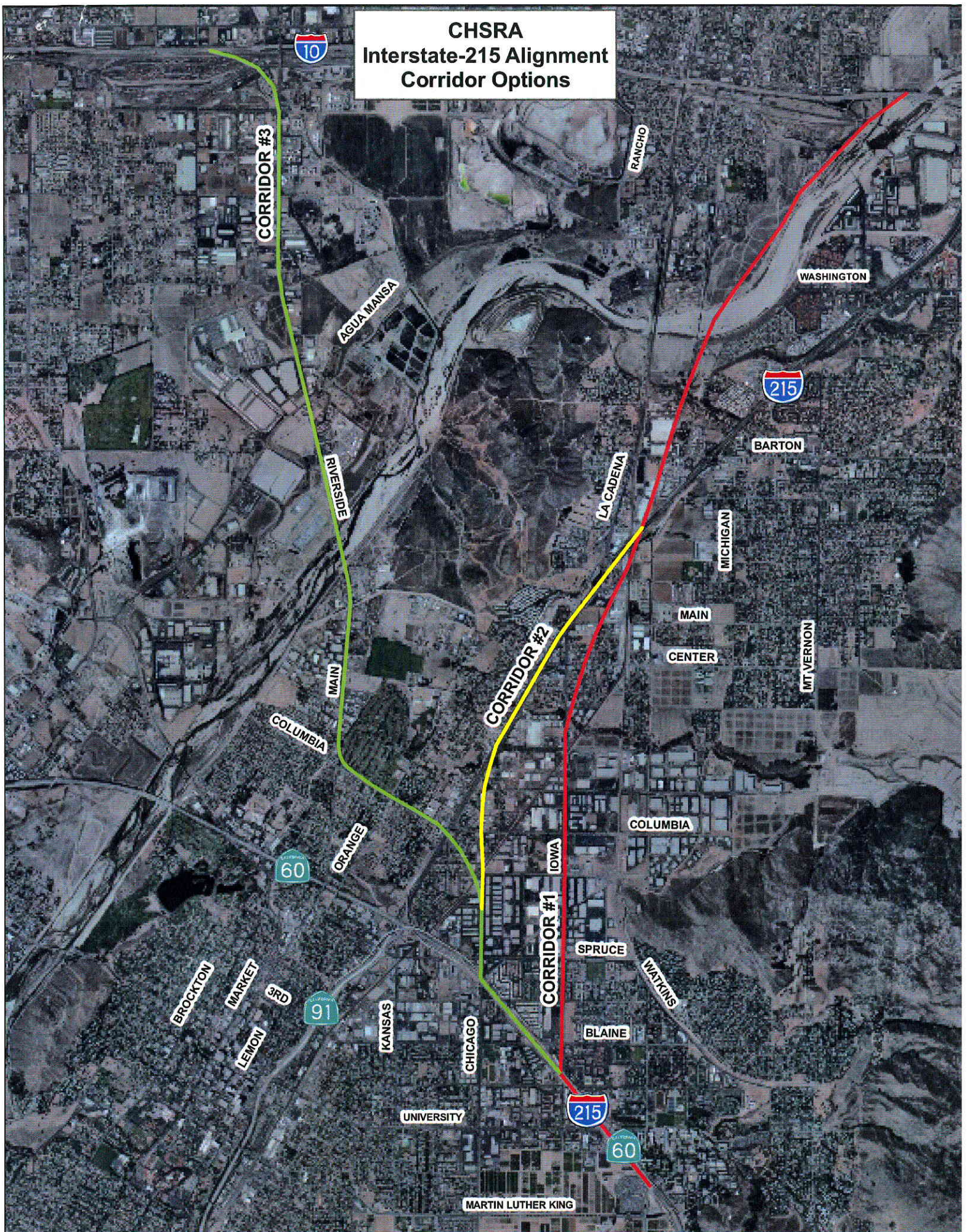
Prepared by: Siobhan Foster, Public Works Director  
Ken Gutierrez, Planning Director  
Certified as to availability  
of funds: Paul C. Sundeen, Assistant City Manager/CFO/Treasurer  
Approved by: Belinda J. Graham, Assistant City Manager  
for Bradley J. Hudson, City Manager  
Approved as to form: Gregory P. Priamos, City Attorney

### Attachments:

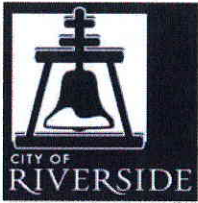
1. Corridor Options
2. Transportation Committee Staff Report (April 9, 2009)



**CHSRA  
Interstate-215 Alignment  
Corridor Options**







# Transportation Committee

---

**TO: MEMBERS OF THE TRANSPORTATION COMMITTEE**      **DATE: April 9, 2009**

**FROM: PUBLIC WORKS DEPARTMENT  
COMMUNITY DEVELOPMENT DEPARTMENT  
PLANNING DIVISION**

**ITEM NO:**

**WARDS: ALL**

**SUBJECT: UPDATE – CALIFORNIA HIGH-SPEED RAIL POTENTIAL ALIGNMENT**

**ISSUE:**

The California High-Speed Rail Authority (CHSRA) is soliciting comments from partner jurisdictions on the proposed alignments presently under consideration so as to initiate environmental scoping sessions by June 2009.

**RECOMMENDATION:**

Receive and file the report on the High-Speed Rail Project and direct staff to meet with appropriate CHSRA staff to discuss the City's preferred alignment.

**BACKGROUND:**

Established in 1996 pursuant to State legislation, the California High-Speed Rail Authority (CHSRA) is the state entity responsible for planning, constructing, and operating a high-speed rail network connecting California's major metropolitan areas. The CHSRA and the Federal Railroad Administration published a Statewide Final Program Environmental Impact Report/Environmental Impact Statement that helped determine preferred corridors and stations for a majority of the line in 2005. Since that time, the CHSRA has begun implementation of the proposed 800-mile long high-speed rail network stretching from Sacramento and the San Francisco Bay Area in the north, with service to the Central Valley, Los Angeles, the Inland Empire, Orange County, and San Diego in the south. The proposed high-speed rail network would involve state-of-the-art, electrically-powered, high-speed steel-wheel-on-steel-rail technology capable of speeds in excess of 200 miles per hour. As a matter of information, in November 2008, Proposition 1A was approved by the voters of the State of California, authorizing the issuance of nearly \$10 billion in bond financing for development of high-speed rail.

On February 10, 2009, Public Works Department and Planning Division staff attended the second session of the Riverside County Technical Working Group for the CHSRA. The session was intended to discuss the two potential Inland Empire alignments for the high-speed rail network – the programmatic alignment along Interstate-215 (I-215) and an alternative alignment under consideration at the request of the Riverside County Transportation Commission along Interstate-15 (I-15) (see Attachment 1).

The programmatic alignment along I-215 traverses the City (north-south) through the Hunter Industrial Park and University Neighborhoods before joining and paralleling I-215 out of the City (see Attachment 2). This alignment proposes the construction of one or two stations within, or in close proximity to, the City. The first potential station would be constructed above I-215 at Martin

Luther King Boulevard. A second potential station would be located on March Joint Powers Authority lands around Alessandro Boulevard.

The alternative alignment under consideration along I-15 may propose the construction of one station within the City. Although the I-15 alignment circumvents the City to the west – as it parallels I-15 (see Attachment 1) – a potential terminus station may be constructed within the City, connecting to the high-speed rail network via a potential San Bernardino station. If that were the case, the potential station would be located near Center Street (east of I-215).

It should be noted that no station sites have been ‘officially’ selected, and are not proposed to be selected until after more focused discussions are held between the CHSRA and each potential ‘station-city.’ According to the information provided by CHSRA staff, the focused meetings are to occur in March or April 2009. It is anticipated that by June 2009 each local jurisdiction will be able to support an alternative under consideration so as to commence environmental scoping sessions, with more comprehensive environmental work beginning one year later.

**FISCAL IMPACT:**

There is no fiscal impact associated with this report.

Prepared by: Siobhan Foster, Public Works Director  
Ken Gutierrez, Planning Director  
Certified as to availability  
of funds: Paul C. Sundeen, Assistant City Manager/CFO/Treasurer  
Approved by: Belinda J. Graham, Assistant City Manager  
for Bradley J. Hudson, City Manager  
Approved as to form: Gregory P. Priamos, City Attorney

**Attachments:**

1. San Diego to Los Angeles via the Inland Empire Section (Riverside County – Exhibit No. RIV-01)
2. San Diego to Los Angeles via the Inland Empire Section (Riverside to March AFB Option – Exhibit No. RIV-05)











Received at meeting of: TC  
Meeting Date: 4/9/09  
Item No.: 3



# Taking you from San Diego to Los Angeles in **78 minutes**

## CALIFORNIA HIGH-SPEED TRAIN

### San Diego to Los Angeles Section via the Inland Empire

#### What Is It?

The California High-Speed Rail Authority (CHSRA) is proposing high-speed train service for travel between major metropolitan areas of California. The service would run from Los Angeles, Orange County and San Diego in the south to the San Francisco Bay Area and Sacramento in the north. This fast, safe and reliable system is forecast to carry approximately 67 million passengers annually by the year 2030.



#### Where Will It Go?

The proposed alignment for San Diego to Los Angeles includes two segments:

- The Riverside to Los Angeles segment will generally travel in or immediately adjacent to existing railroad and highway right-of-ways from Los Angeles' Union Station with stations serving the City of Industry and Pomona, Ontario Airport and Riverside. Travel times from Los Angeles to Ontario Airport and Riverside will be 25 and 33 minutes, respectively.
- The San Diego to Riverside segment will generally travel along existing highway right-of-way and the City of San Diego portion of the Los Angeles-San Diego-San Luis Obispo Rail Corridor (LOSSAN) with stations serving Murrieta, Escondido, University City and San Diego. Travel times from Los Angeles to San Diego will be 78 minutes and Riverside to San Diego will be 48 minutes.

#### Everyone Benefits

The benefits of high-speed rail are significant and wide-spread. Highlights include:

- **Protect the Environment** – Early estimates show that high-speed trains will reduce greenhouse gas emissions by 12 billion pounds per year, equivalent to removing 1.4 million cars off the road annually.
- **Enhance the Economy** – The high-speed train will create nearly 160,000 construction-related jobs and is expected to generate up to 450,000 permanent jobs statewide once completed.
- **Better Connections** – Provides a safer, time and cost-efficient alternative to automobiles and will help relieve overcrowding at major airports.
- **Improve City Streets** – Locally, many existing at-grade railroad street crossings will be separated from vehicle traffic.
- **Reduce Traffic** – The statewide system will remove nearly 70 million auto trips per year.

#### Please add me to the mailing list.

First Name \_\_\_\_\_ Last Name \_\_\_\_\_

Title \_\_\_\_\_ Organization \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_ Zip Code \_\_\_\_\_

Day Phone \_\_\_\_\_ Evening Phone \_\_\_\_\_

Email: \_\_\_\_\_

Comments: \_\_\_\_\_





CALIFORNIA  
HIGH-SPEED RAIL  
AUTHORITY

### Route Assessment

An assessment of the Riverside to Los Angeles segment has been completed to consider existing and future physical and operational opportunities and constraints on the proposed alignment. The assessment verified the preferred alignment identified in the Program Environmental Impact Report/Environmental Impact Statement (EIR/EIS) document.

### Investing In California's Future

In the November election, California voters decided there should be public investment in a statewide high speed train project by approving Proposition 1A, a \$9.95 billion bond measure. Proposition 1A will provide \$9 billion for building the high-speed train system and \$950 million for improvements to other rail services that connect to high-speed train service.

The 2008-09 enacted state budgets provides \$46,488,000 to continue project implementation. Of this amount, \$13.9 million is allocated through the end of 2008. \$29.1 million will be from bond proceeds resulting from the passage of Proposition 1A.

The 2008-09 funding supports the continuation of preliminary engineering and environmental work along the system's corridors.

### Environmental Process

Beginning in 2009, work will begin to prepare a Project Level EIR/EIS and preliminary engineering for the entire San Diego to Los Angeles alignment.

In accordance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), the CHSRA in cooperation with the Federal Railroad Administration (FRA) will work on the project-level Environmental Impact Report (EIR) / Environmental Impact Statement (EIS).

Public scoping meetings will be held to receive public comment on the issues that should be examined as part of the environmental analysis. The technical team will collect and study environmental data on the existing corridor to use as the baseline for future environmental analysis.

### GET INVOLVED

The project team is available to answer your questions and receive your comments. Please let us know if you are interested in having a speaker at your organization's next meeting.

Visit our website at: <http://www.cahighspeedrail.gov>

Call us at (916) 324-1541

Email us at: [info@hsr.ca.gov](mailto:info@hsr.ca.gov)

Place  
Stamp  
Here

California High-Speed Rail Authority  
c/o ARELLANO ASSOCIATES  
13791 ROSWELL AVENUE, SUITE A  
CHINO, CA 91710



Received at meeting of: TC  
Meeting Date: 4/9/09  
Item No.: 3

# *California High-Speed Train*

## Statewide Project Overview

March 2009



*California High-Speed Rail Authority*



## *Proposition 1A*

California voters passed Prop. 1A in November.

- \$9 billion down payment on statewide system in 2008.
- \$950 million for urban, intercity and commuter rail lines that link with high-speed trains.
- Extensive oversight and fiscal controls.
- Supported by an uncommon bipartisan coalition of more than two-thirds of the Legislature.
- Strong support from Gov. Schwarzenegger, House Speaker Nancy Pelosi, and U.S. Senators Dianne Feinstein and Barbara Boxer.



## *The High-Speed Future*



- State of the art
- 800-mile system
- Steel wheel-on-steel rail
- 100% clean electric power





Received at meeting of: TC  
Meeting Date: 4/9/09  
Item No.: 3

# *California High-Speed Train*

## Statewide Project Overview

March 2009



*California High-Speed Rail Authority*



Received at meeting of: TC  
Meeting Date: 4/9/09  
Item No.: 3

Taking you from San Diego  
to Los Angeles in **78 minutes**



CALIFORNIA  
HIGH-SPEED RAIL  
AUTHORITY

## CALIFORNIA HIGH-SPEED TRAIN

### San Diego to Los Angeles Section via the Inland Empire

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- **Enhance the Economy** – The high-speed train will create nearly 160,000 construction-related jobs and is expected to generate up to 450,000 permanent jobs statewide once completed.
- **Better Connections** – Provides a safer, time and cost-efficient alternative to automobiles and will help relieve overcrowding at major airports.
- **Improve City Streets** – Locally, many existing at-grade railroad street crossings will be separated from vehicle traffic.
- **Reduce Traffic** – The statewide system will remove nearly 70 million auto trips per year.

#### Please add me to the mailing list.

First Name \_\_\_\_\_ Last Name \_\_\_\_\_  
Title \_\_\_\_\_ Organization \_\_\_\_\_  
Address \_\_\_\_\_ City \_\_\_\_\_ Zip Code \_\_\_\_\_  
Day Phone \_\_\_\_\_ Evening Phone \_\_\_\_\_  
Email: \_\_\_\_\_  
Comments \_\_\_\_\_



## *A New Travel Option for All Californians*

### **Annual Boardings for Selected Stations – Year 2030**

<i>Los Angeles Union Station</i>	10.8 million
<i>San Francisco Transbay Terminal</i>	9.1 million
<i>San Diego</i>	6.6 million
<i>Sacramento</i>	6.5 million
<i>Riverside</i>	4.8 million
<i>Anaheim</i>	4.3 million
<i>San Jose</i>	4.1 million
<i>Fresno</i>	2.3 m



## *Environmental Benefits*

Congestion costs Californians about \$20 billion a year in wasted fuel and lost time. With up to 93 million riders a year by 2030, high-speed trains will reduce that impact.

- 1/3rd the energy of airplanes
- 1/5th the energy of passenger cars
- Dependence on foreign oil reduced by 12.7 million barrels a year
- Greenhouse gases cut by 12 billion pounds a year
- Improved air quality and related health care costs





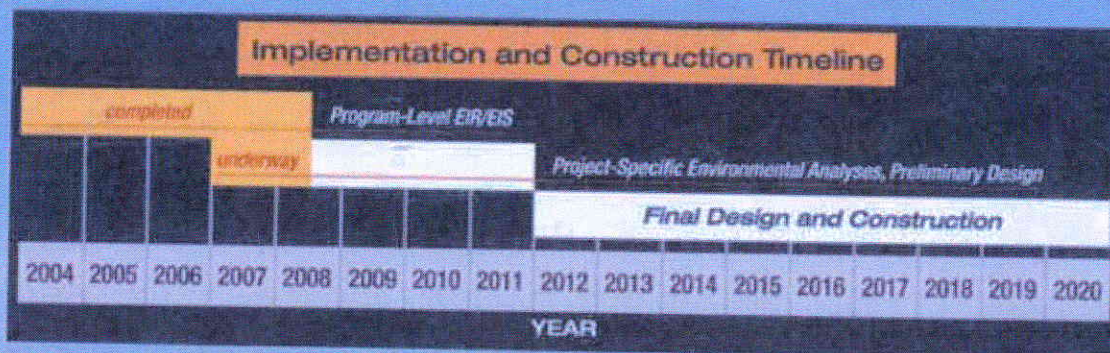
## *Economic Benefits*

- Nearly 160,000 construction-related jobs
- 450,000 permanent jobs for California's economy
- Improved movement of people, goods and services
- Faster travel times for train riders
- Congestion relief for freeways and airports
- Reduced need to spend nearly \$100 billion over next 20 years for...
  - ✓ Up to 3,000 lane-miles of new freeway
  - ✓ 5 airport runways and 90 departure gates





## Next Steps



## Next Steps

- “Program Level” EIR/EIS to determine route and station locations. **✓ Completed.**
- “Project-Specific” environmental studies will determine where tracks will be laid, how they will be configured, and where support facilities are needed.
- Outreach underway with local agencies to integrate the statewide system with local transportation, planning and economic development efforts.





## Next Steps

### 2011

Complete environmental process. Break ground on early project elements.

### 2015

Begin testing first prototype trainsets.

### 2018-2020

Launch operation on San Francisco to Los Angeles/Anaheim system backbone.





## *Building the System*

- "High-speed" test section between Merced and Bakersfield.
- First priority = SF to LA/Anaheim backbone link.
- Other corridors and sections:
  - ✓ Can compete for local, state, and federal funding.
  - ✓ May be authorized if ready for construction, with funding available and limited bond needs.
  - ✓ May be authorized for early implementation where local agencies are pursuing improvements to accommodate commuter and safety needs.



## *Cost-Benefit*

California's new high-speed train system will:

- Return nearly 3X value over system cost in next 40 years from such things as...
  - ✓ Passenger revenue and benefits to HST passengers
  - ✓ Reduced freeway congestion and delays.
  - ✓ Reduced airport congestion and delays
- Require no operating subsidies.
- Generate nearly \$2 billion in surplus revenues a year by 2030.
- Reduce pollution and improve health.

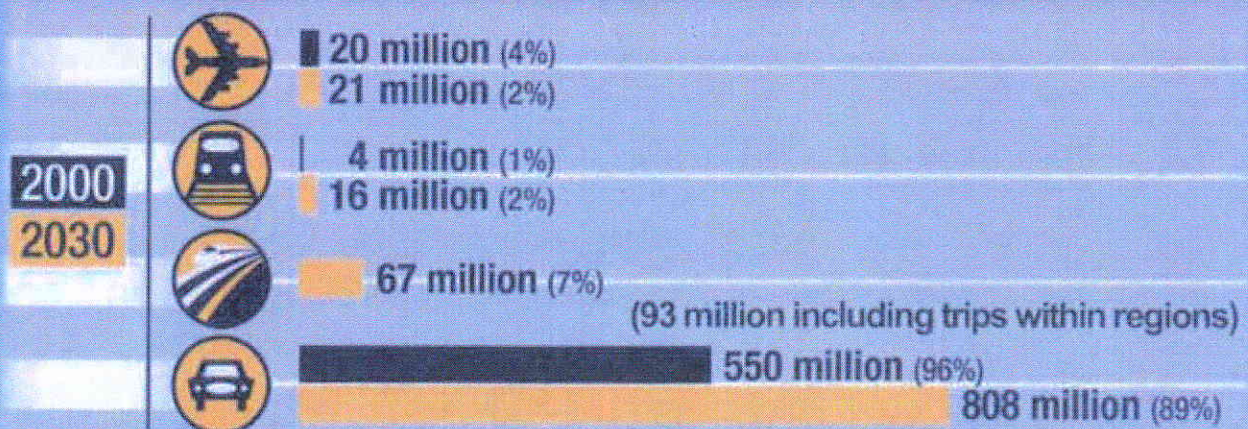






## *A New Travel Option for All Californians*

### Number of Trips Between California's Major Regions\* Markets with Air Service



\* Based on 50% of airfare at full system operation



## The High-Speed Future

Service up to 220 MPH linking Southern California, the Central Valley and the San Francisco Bay Area.

	San Francisco (Transbay)	San Jose	Sacramento	Fresno	Los Angeles Union Station	Anaheim	Riverside	San Diego
San Francisco (Transbay)		:30	1:53	1:20	2:38	2:57	3:10	3:56
San Jose	:30		1:24	:51	2:09	2:28	2:41	3:27
Sacramento	1:53	1:24		:59	2:17	2:36	2:49	3:35
Fresno	1:20	:51	:59		1:24	1:43	1:56	2:42
Los Angeles Union Station	2:38	2:09	2:17	1:24		:20	:33	1:18
Anaheim	2:57	2:28	2:36	1:43	:20			
Riverside	3:10	2:41	2:49	1:56	:33			:48
San Diego	3:56	3:27	3:35	2:42	1:18		:48	

## The High-Speed Future

- Proven reliable technology
- Operational throughout Europe and Asia
- Safest mode of travel
- On dedicated track
- Safely grade-separated from cars and trucks, pedestrians and other rail traffic
- Double-tracked with stations built to allow for express service



## Kris Livingston

---

**From:** Lopez, Moises [MLopez@riversideca.gov]  
**Sent:** Friday, November 20, 2009 1:37 PM  
**To:** HSR Comments  
**Cc:** Genoveva Arellano; Michael Zdon; JMartinez  
**Subject:** LA-SD HST Section via the Inland Empire  
**Attachments:** CHSRA - Letter Package.pdf

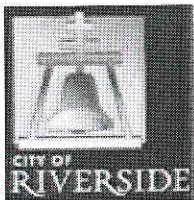
Mr. Leavitt,

Please find attached to this email the comment letter from the City of Riverside in response to the Notice of Preparation of a Project Environmental Impact Report/Environmental Impact Statement for the California High-Speed Train Project from Los Angeles to San Diego via the Inland Empire.

Should you have any questions, or if I can be of assistance, please feel free to contact me at your earliest convenience.

Thanks,

Moises



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**Moises A. Lopez ■ Associate Planner**

City of Riverside ■ Community Development Department ■ Planning Division

3900 Main Street, Third Floor ■ Riverside, CA 92522

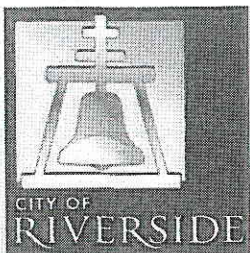
☎ (951) 826-5264 ■ 📠 (951) 826-5981

✉ [mlopez@riversideca.gov](mailto:mlopez@riversideca.gov)



please consider the ENVIRONMENT before printing this email





Community Development  
Department  
Planning Division

November 20, 2009

Mr. Dan Leavitt, Deputy Director  
ATTN: LA-SD HST Project EIR/EIS  
California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

**SUBJECT: NOTICE OF PREPARATION (NOP) OF A PROJECT ENVIRONMENTAL  
IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT (EIR/EIS) FOR  
THE CALIFORNIA HIGH-SPEED TRAIN PROJECT FROM LOS ANGELES  
TO SAN DIEGO VIA THE INLAND EMPIRE**

Dear Mr. Leavitt:

The City of Riverside appreciates the opportunity to comment on the NOP of a Project EIR/EIS for the Los Angeles to San Diego via the Inland Empire Segment (LA-IE-SD Segment) of the proposed California High-Speed Train (HST) System. The California High-Speed Rail Authority (CHSRA) proposes to construct, operate, and maintain an electric powered, steel-wheel-on-steel-rail HST System that connects California's major metropolitan centers in Northern and Southern California. The HST System stretches approximately 800 miles and is capable of operating speeds of 220 miles per hour on a mostly dedicated system of fully grade-separated, access controlled, state-of-the-art steel track with safety, signaling, communication, and automated train control systems. Two alignments are presently under consideration in the Inland Empire in the vicinity of the City of Riverside – the Interstate-215 (I-215) alignment and the Interstate-15 alignment. Given each alignment's proximity and the possibility that a station may be located within the City, City staff has thoroughly reviewed the proposal and offers the following for your consideration.

On July 7, 2009, the City of Riverside City Council voted to support the California High-Speed rail project and to formally endorse the I-215 alignment. At that meeting, the City Council expressed its strong desire to see the placement of a station within the City along the I-215 alignment in the vicinity of the University of California at Riverside. In addition, three corridor options (for the I-215 alignment) were recommended to the CHSRA for further study in the prospective environmental work; please refer to Attachments 1 and 2 for additional information.

With the largest population and employment base in the region, the City of Riverside stands as the cultural, political, and economic center of the Inland Empire. With three universities, a prospective school of medicine, and a major community college system, the City hosts one of the largest student populations in all of California, as well as the region's largest concentration of governmental, financial, cultural, and judicial services, including branches of the County Superior Court, U.S. District and Bankruptcy Courts, and California Appellate Courts. Combined with the City's expected population and



economic growth in the not-to-distant future, the City is well-positioned to support the development of the California HST System and the placement of a station within the City.

As identified in the NOP, the purpose of the EIR/EIS is to evaluate the potential effects of the proposed project on the physical and natural environment, as well as the social and economic impacts related to its construction and operation on surrounding areas. It is requested that the prospective environmental analysis appropriately address and discuss all potential impacts on established neighborhoods within the bounds of the project area, including but not limited to quality of life issues, social justice issues, noise impacts, and potential displacements or relocations as they may relate to the I-215 alignment and the three proposed corridor options through the City of Riverside.

With projects of any scope or magnitude, public involvement and engagement are integral components of the scoping process. The City of Riverside appreciates the efforts of the CHSRA to solicit input from City residents by hosting a public scoping session on October 22, 2009 at the Cesar Chavez Community Center.

City staff appreciates you continued collaboration and looks forward to working with the California High-Speed Rail Authority and its staff in the future. Please forward copies of all revised plans, staff reports, and environmental documents to the City for review. Should you have any questions regarding this letter, please contact Moises A. Lopez, Associate Planner, at (951) 826-5264 or by email at [mlopez@riversideca.gov](mailto:mlopez@riversideca.gov).

Sincerely,



Ken Gutierrez, AICP  
Planning Director

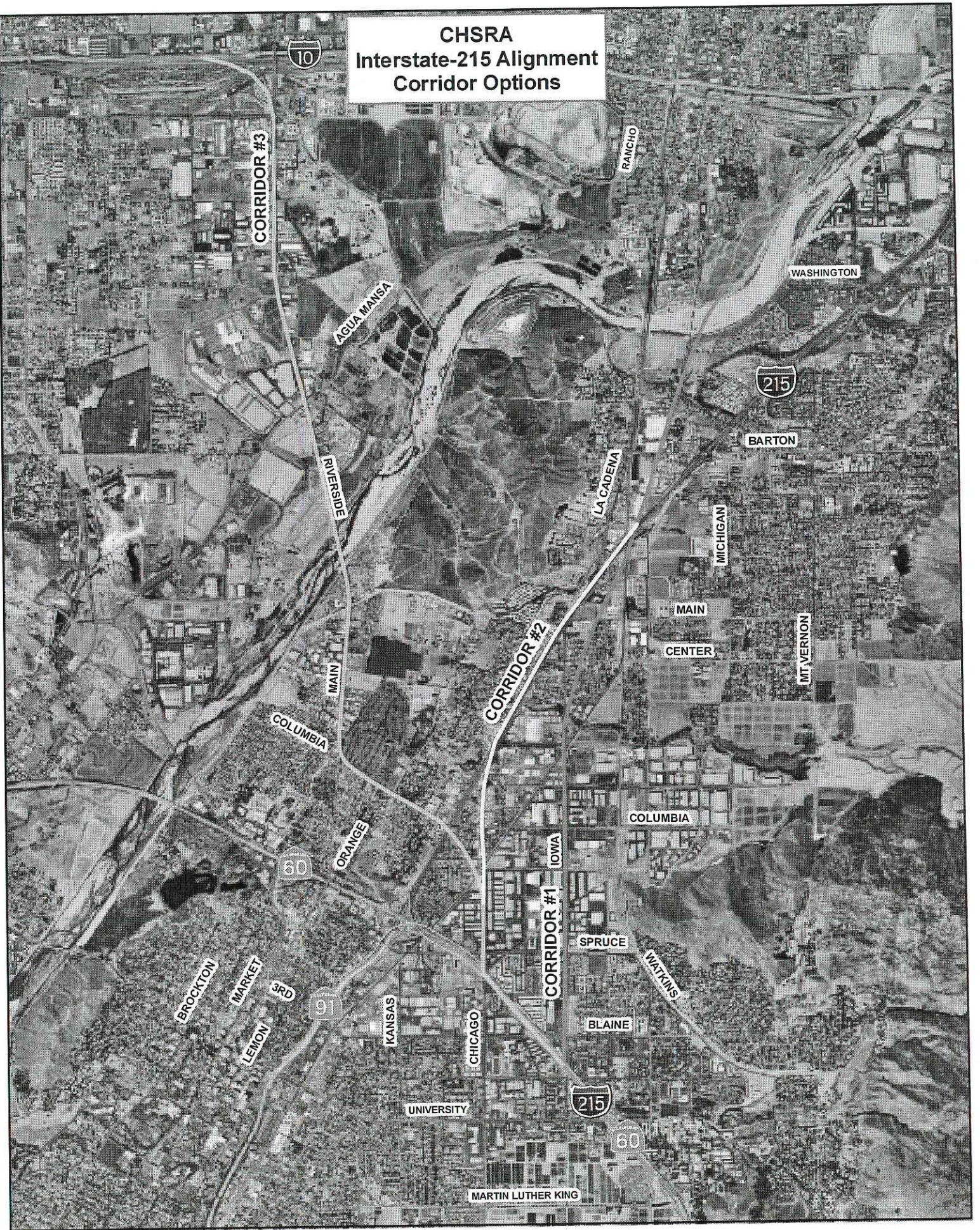
Attachments:

1. City of Riverside Corridor Options for the Interstate-215 Alignment.
2. City Council Staff Report (July 14, 2009)

cc: Ronald O. Loveridge, Mayor  
Riverside City Council Members  
Brad Hudson, City Manager  
Belinda Graham, Assistant City Manager  
Tom De Santis, Assistant City Manager  
Scott Barber, Community Development Director  
Siobhan Foster, Public Works Director  
Tom Boyd, Deputy Public Works Director/City Engineer  
Steve Libring, Traffic Engineer



CHSRA  
Interstate-215 Alignment  
Corridor Options



CORRIDOR #3

AGUA MANSA

RIVERSIDE

MAIN

COLUMBIA

ORANGE

BROCKTON

MARKET

3RD

LEMON

KANSAS

CHICAGO

UNIVERSITY

MARTIN LUTHER KING

CORRIDOR #2

CORRIDOR #1

IOWA

SPRUCE

BLAINE

WATKINS

MAIN

CENTER

COLUMBIA

LA CADEENA

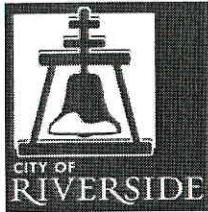
MICHIGAN

BARTON

WASHINGTON

RANCHO





# City Council Memorandum

TO: HONORABLE MAYOR AND CITY COUNCIL DATE: July 14, 2009

FROM: COMMUNITY DEVELOPMENT DEPARTMENT ITEM NO:  
PLANNING DIVISION

WARDS: ALL

SUBJECT: CALIFORNIA HIGH-SPEED RAIL – POTENTIAL ALIGNMENTS AND STATION LOCATIONS TO BE INCLUDED IN THE CONCEPTUAL STUDY

## **ISSUE:**

In advance of environmental work to begin later this year, the California High-Speed Rail Authority (CHSRA) is seeking input from partner jurisdictions on the City's preferred alignment of the rail corridor and conceptual station locations.

## **RECOMMENDATIONS:**

That the City Council:

1. Endorse the High Speed Rail I-215 alignment through the City of Riverside;
2. Recommend to the CHSRA to study the Transportation Committee's recommended corridor options and conceptual station locations for the I-215 alignment in the upcoming environmental work; and
3. Support the efforts of the Riverside County Transportation Commission (RCTC) High-Speed Rail Ad Hoc Committee to review the High Speed Rail project on a regional level.

## **COMMITTEE RECOMMENDATION:**

On June 11, 2009, the Transportation Committee unanimously recommended that the City Council: 1) endorse the High Speed Rail I-215 alignment; 2) have the CHSRA study the recommended corridor options; and 3) support RCTC's High Speed Rail Ad Hoc Committee for a regional perspective on the Rail project.

## **BACKGROUND:**

On April 9, 2009, the CHSRA presented the Transportation Committee (Committee) with an overview of the proposed high-speed rail system, centering on the two potential Inland Empire alignments presently under consideration – the programmatic alignment along Interstate-215 (I-215) and an alternative alignment under consideration at the request of the Riverside County Transportation Commission (RCTC) along Interstate-15 (I-15). Without a formal motion, the Committee voiced its general support for the I-215 alignment and directed the Public Works



Department and Planning Division to meet with CHSRA staff to further discuss and assess the alignment's feasibility.

In addition, on May 11, 2009, the Transportation Accountability Performance (TAP) Summit also endorsed the I-215 alignment.

On June 11, 2009, City staff presented the Committee with three potential corridor options for the I-15 alignment that should be included in the formal environmental analysis which is expected to commence later this year (Attachment 1 of the June 11, 2009 Transportation Committee Staff Report). All three corridor options essentially follow the I-215 alignment, but avoid the 60/91/215 interchange. Potential rail stations would need to be located along the rail corridor, possibly in the vicinity of the University of California at Riverside. Please note, all corridor options and station locations are conceptual in nature and would benefit from additional study to more adequately assess their feasibility.

The Transportation Committee also recognized that the High Speed Rail project is important to the entire region and needs a regional perspective. To this end, the Committee further recommends that the City of Riverside support RCTC's High Speed Rail Ad Hoc Committee (of which Councilmember Adams is a member). For additional information, please refer to the June 11, 2009 Committee Staff Report (Attachment 1).

The CHSRA staff has been invited to make a presentation to the Council at this evening's meeting on the project and respond to questions from the City Council.

#### **FISCAL IMPACT:**

There is no fiscal impact other than the staff time required to draft this report.

Prepared by: Ken Gutierrez, Planning Director  
Siobhan Foster, Public Works Director  
Certified as to availability  
of funds: Paul C. Sundeen, Assistant City Manager/CFO/Treasurer  
Approved by: Belinda J. Graham, Assistant City Manager  
for Bradley J. Hudson, City Manager  
Approved as to form: Gregory P. Priamos, City Attorney

Concurs with:

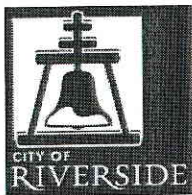
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Steve Adams, Chair  
Transportation Committee

Attachment:

1. Transportation Committee Staff Report (June 11, 2009)





# Transportation Committee

**TO: MEMBERS OF THE TRANSPORTATION COMMITTEE**      **DATE: June 11, 2009**  
**FROM: COMMUNITY DEVELOPMENT DEPARTMENT**      **ITEM NO:**  
**PLANNING DIVISION**  
**PUBLIC WORKS DEPARTMENT**      **WARDS: ALL**  
**SUBJECT: CALIFORNIA HIGH-SPEED RAIL – POTENTIAL ALIGNMENTS AND STATION LOCATIONS TO BE INCLUDED IN THE CONCEPTUAL STUDY – DIRECT SUBMITTAL**

## **ISSUE:**

The California High-Speed Rail Authority (CHSRA) is soliciting an endorsement from partner jurisdictions on the potential alignment of the rail and conceptual station locations for the prospective environmental work to follow.

## **RECOMMENDATIONS:**

That the Transportation Committee recommend that the City Council:

1. Endorse the High Speed Rail through the City of Riverside; and
2. Recommend to the CHSRA the study of three corridor options and conceptual station locations for the I-215 alignment in the prospective environmental work.

## **BACKGROUND:**

On April 9, 2009, the CHSRA presented to the Transportation Committee (Committee) an overview of the two potential Inland Empire alignments under consideration – the programmatic alignment along Interstate-215 (I-215) and an alternative alignment under consideration at the request of the Riverside County Transportation Commission along Interstate-15. Without a formal motion, the Committee voiced its general support for the I-215 alignment and directed the Public Works Department and Planning Division to meet with CHSRA staff to further discuss and assess the alignment's feasibility. Such an assessment would serve as the basis for a conceptual plan to be developed by the CHSRA that would identify specific corridors through which the I-215 alignment could navigate. It is important to note that the conceptual study is only the beginning of what is expected to be a two- to three-year environmental review process. The conceptual study is intended to identify all of the alternatives to be considered by the environmental impact report/environmental impact statement (EIR/EIS) for this segment of the high-speed rail network.

In addition to the general support expressed by the Committee, the Transportation Accountability Performance (TAP) Summit also endorsed the I-215 alignment.



### *Corridor Options*

After reviewing the alignment proposals with CHSRA staff, City staff is recommending three possible corridor options for the I-215 alignment that should be included in the environmental analysis. All three options (Attachment 1) essentially follow the I-215 alignment but avoid the 60/215/91 interchange. Two of the proposed options head north toward San Bernardino while the other continues in a more westerly direction toward Ontario. All are conceptual in nature and could benefit further study. They include:

- Corridor Option 1 (Iowa Avenue) – As the I-215 alignment enters the City through the Hunter Industrial Park and University Neighborhoods, the alignment would navigate along Iowa Avenue (south) before turning east (at or around Linden Street) to join and parallel the I-215 freeway out of the City.
- Corridor Option 2 (Chicago Avenue) – As the I-215 alignment enters the City through the Hunter Industrial Park and University Neighborhoods, the alignment would navigate along Chicago Avenue (south) before veering east (at or around Spruce Street) to join and parallel the I-215 freeway out of the City.
- Corridor Option 3 (Main Street) – As the I-215 alignment enters the City through the Northside Neighborhood, the alignment would navigate along Main Street (south) before turning east to join and parallel the I-215 freeway out of the City.

Potential rail stations would need to be located along the rail corridor, possibly in the vicinity of the University of California, Riverside. The CHSRA suggests that 2,000 – 3,000 spaces be provided at the future rail station.

### *CHSRA Projected Timeline*

It is expected that by July 2009, each local jurisdiction will be able to support an alternative under consideration to allow for the release of a draft conceptual study in early fall 2009. The CHSRA anticipates issuing both a Notice of Intent and a Notice of Preparation in October 2009 in order to formally commence the EIR/EIS process, with public scoping sessions to be held in November 2009.

### **FISCAL IMPACT:**

There is no fiscal impact associated with this report.

Prepared by: Siobhan Foster, Public Works Director  
Ken Gutierrez, Planning Director

Certified as to availability  
of funds: Paul C. Sundeen, Assistant City Manager/CFO/Treasurer

Approved by: Belinda J. Graham, Assistant City Manager  
for Bradley J. Hudson, City Manager

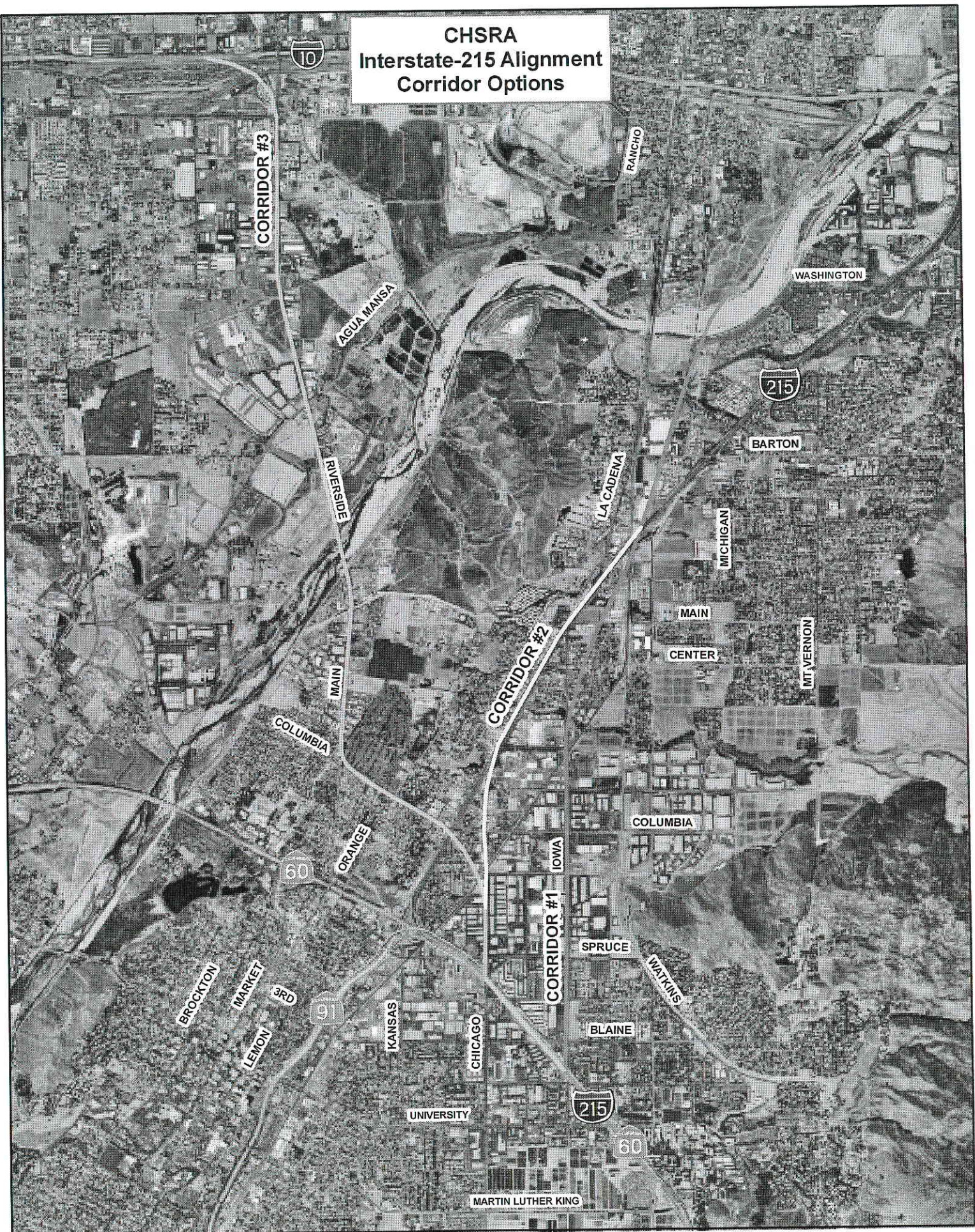
Approved as to form: Gregory P. Priamos, City Attorney

### Attachments:

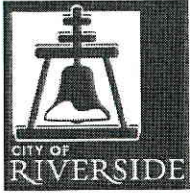
1. Corridor Options
2. Transportation Committee Staff Report (April 9, 2009)



**CHSRA  
Interstate-215 Alignment  
Corridor Options**







# Transportation Committee

**TO: MEMBERS OF THE TRANSPORTATION COMMITTEE**    **DATE: April 9, 2009**

**FROM: PUBLIC WORKS DEPARTMENT**    **ITEM NO:**  
**COMMUNITY DEVELOPMENT DEPARTMENT**  
**PLANNING DIVISION**    **WARDS: ALL**

**SUBJECT: UPDATE – CALIFORNIA HIGH-SPEED RAIL POTENTIAL ALIGNMENT**

## **ISSUE:**

The California High-Speed Rail Authority (CHSRA) is soliciting comments from partner jurisdictions on the proposed alignments presently under consideration so as to initiate environmental scoping sessions by June 2009.

## **RECOMMENDATION:**

Receive and file the report on the High-Speed Rail Project and direct staff to meet with appropriate CHSRA staff to discuss the City's preferred alignment.

## **BACKGROUND:**

Established in 1996 pursuant to State legislation, the California High-Speed Rail Authority (CHSRA) is the state entity responsible for planning, constructing, and operating a high-speed rail network connecting California's major metropolitan areas. The CHSRA and the Federal Railroad Administration published a Statewide Final Program Environmental Impact Report/Environmental Impact Statement that helped determine preferred corridors and stations for a majority of the line in 2005. Since that time, the CHSRA has begun implementation of the proposed 800-mile long high-speed rail network stretching from Sacramento and the San Francisco Bay Area in the north, with service to the Central Valley, Los Angeles, the Inland Empire, Orange County, and San Diego in the south. The proposed high-speed rail network would involve state-of-the-art, electrically-powered, high-speed steel-wheel-on-steel-rail technology capable of speeds in excess of 200 miles per hour. As a matter of information, in November 2008, Proposition 1A was approved by the voters of the State of California, authorizing the issuance of nearly \$10 billion in bond financing for development of high-speed rail.

On February 10, 2009, Public Works Department and Planning Division staff attended the second session of the Riverside County Technical Working Group for the CHSRA. The session was intended to discuss the two potential Inland Empire alignments for the high-speed rail network – the programmatic alignment along Interstate-215 (I-215) and an alternative alignment under consideration at the request of the Riverside County Transportation Commission along Interstate-15 (I-15) (see Attachment 1).

The programmatic alignment along I-215 traverses the City (north-south) through the Hunter Industrial Park and University Neighborhoods before joining and paralleling I-215 out of the City (see Attachment 2). This alignment proposes the construction of one or two stations within, or in close proximity to, the City. The first potential station would be constructed above I-215 at Martin



Luther King Boulevard. A second potential station would be located on March Joint Powers Authority lands around Alessandro Boulevard.

The alternative alignment under consideration along I-15 may propose the construction of one station within the City. Although the I-15 alignment circumvents the City to the west – as it parallels I-15 (see Attachment 1) – a potential terminus station may be constructed within the City, connecting to the high-speed rail network via a potential San Bernardino station. If that were the case, the potential station would be located near Center Street (east of I-215).

It should be noted that no station sites have been 'officially' selected, and are not proposed to be selected until after more focused discussions are held between the CHSRA and each potential 'station-city.' According to the information provided by CHSRA staff, the focused meetings are to occur in March or April 2009. It is anticipated that by June 2009 each local jurisdiction will be able to support an alternative under consideration so as to commence environmental scoping sessions, with more comprehensive environmental work beginning one year later.

**FISCAL IMPACT:**

There is no fiscal impact associated with this report.

Prepared by: Siobhan Foster, Public Works Director  
Ken Gutierrez, Planning Director  
Certified as to availability  
of funds: Paul C. Sundeen, Assistant City Manager/CFO/Treasurer  
Approved by: Belinda J. Graham, Assistant City Manager  
for Bradley J. Hudson, City Manager  
Approved as to form: Gregory P. Priamos, City Attorney

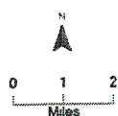
**Attachments:**

1. San Diego to Los Angeles via the Inland Empire Section (Riverside County – Exhibit No. RIV-01)
2. San Diego to Los Angeles via the Inland Empire Section (Riverside to March AFB Option – Exhibit No. RIV-05)





## HST Technical Working Group Session #2 | February 2009



**DRAFT – For Discussion**

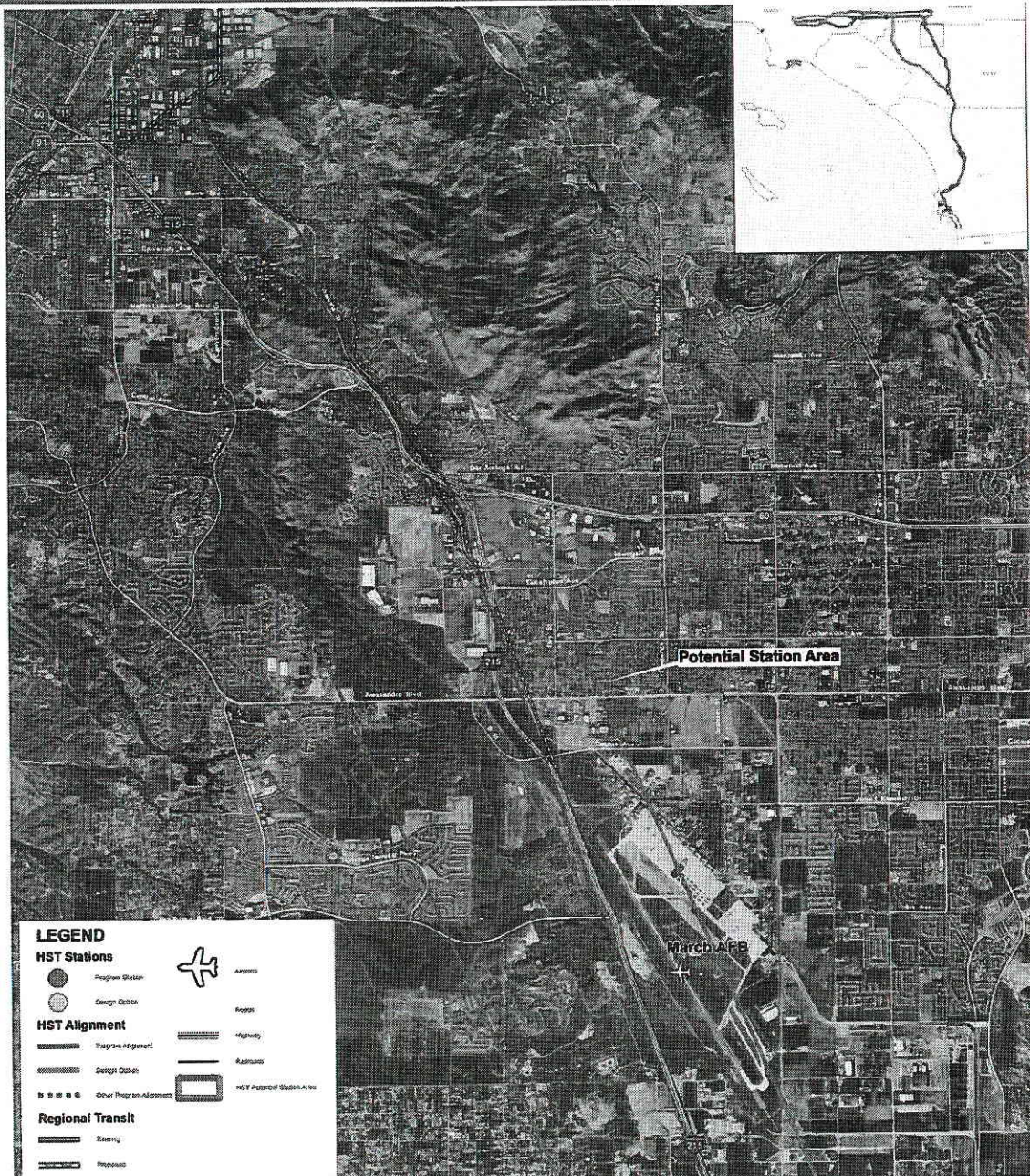
ARELLANO-ROXAS





# San Diego to Los Angeles via the Inland Empire Section

HST Technical Working Group Session #2 | February 2009



**LEGEND**

**HST Stations**

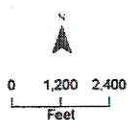
- Program Station
- Design Station

**HST Alignment**

- Program Alignment
- Design Corridor
- Other Program Alignment

**Regional Transit**

- Freeway
- Highway
- Railroad
- HST Potential Station Area



Riverside to March AFB Option  
Exhibit No. RIV-05

DRAFT – For Discussion

HNTB



CH2M HILL

in association with

ARELLANO ASSOCIATES



Received at meeting of: TC  
 Meeting Date: 4/9/09  
 Item No.: 3

# Taking you from San Diego to Los Angeles in 78 minutes



## CALIFORNIA HIGH-SPEED TRAIN

### San Diego to Los Angeles Section via the Inland Empire

#### What Is It?

The California High-Speed Rail Authority (CHSRA) is proposing high-speed train service for travel between major metropolitan areas of California. The service would run from Los Angeles, Orange County and San Diego in the south to the San Francisco Bay Area and Sacramento in the north. This fast, safe and reliable system is forecast to carry approximately 67 million passengers annually by the year 2020.



#### Where Will It Go?

The proposed alignment for San Diego to Los Angeles includes two segments:

- The Riverside to Los Angeles segment will generally travel in or immediately adjacent to existing railroad and highway right-of-way from Los Angeles Union Station with stations serving the City of Industry and Pomona, Ontario Airport and Riverside. Travel times from Los Angeles to Ontario Airport and Riverside will be 25 and 33 minutes, respectively.
- The San Diego to Riverside segment will generally travel along existing highway right-of-way and the City of San Diego portion of the Los Angeles-San Diego-San Luis Obispo Rail Corridor (SOSALC) with stations serving Murrieta, Escondido, University City and San Diego. Travel times from Los Angeles to San Diego will be 78 minutes and Riverside to San Diego will be 48 minutes.

#### Everyone Benefits

• **Environment:** CHSRA's proposed high-speed rail system will provide a more efficient and sustainable mode of transportation, reducing greenhouse gas emissions and improving air quality.

• **Economy:** CHSRA's proposed high-speed rail system will provide a more efficient and sustainable mode of transportation, reducing greenhouse gas emissions and improving air quality.

• **Connectivity:** CHSRA's proposed high-speed rail system will provide a more efficient and sustainable mode of transportation, reducing greenhouse gas emissions and improving air quality.

• **Time:** CHSRA's proposed high-speed rail system will provide a more efficient and sustainable mode of transportation, reducing greenhouse gas emissions and improving air quality.

• **Cost:** CHSRA's proposed high-speed rail system will provide a more efficient and sustainable mode of transportation, reducing greenhouse gas emissions and improving air quality.

• **Quality:** CHSRA's proposed high-speed rail system will provide a more efficient and sustainable mode of transportation, reducing greenhouse gas emissions and improving air quality.

#### Please add me to the mailing list.

First Name \_\_\_\_\_ Last Name \_\_\_\_\_  
 Title \_\_\_\_\_ Organization \_\_\_\_\_  
 Address \_\_\_\_\_ City \_\_\_\_\_ Zip Code \_\_\_\_\_  
 Day Phone \_\_\_\_\_ Evening Phone \_\_\_\_\_  
 Email \_\_\_\_\_  
 Comments \_\_\_\_\_





California High-Speed Rail  
Authority

## Route Assessment

An assessment of the Riverside to Los Angeles segment has been completed to consider existing and future physical and operational opportunities and constraints on the proposed alignment. The assessment verified the preferred alignment identified in the Program Environmental Impact Report/Environmental Impact Statement (EIR/EIS) document.

## Investing in California's Future

In the November election, California voters decided there should be public investment in a statewide high speed train project by approving Proposition 1A, a \$9.95 billion bond measure. Proposition 1A will provide \$9 billion for building the high-speed train system and \$950 million for improvements to other rail services that connect to high-speed train service.

The 2008-09 enacted state budget provides \$46,488,000 to continue project implementation. Of this amount, \$13.9 million is allocated through the end of 2008. \$29.1 million will be from bond proceeds resulting from the passage of Proposition 1A.

The 2008-09 funding supports the continuation of preliminary engineering and environmental work along the system's corridors.

## Environmental Process

Beginning in 2009, work will begin to prepare a Project Level EIR/EIS and preliminary engineering for the entire San Diego to Los Angeles alignment.

In accordance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), the CHSRA in cooperation with the Federal Railroad Administration (FRA) will work on the project-level Environmental Impact Report (EIR) / Environmental Impact Statement (EIS).

Public scoping meetings will be held to receive public comment on the issues that should be examined as part of the environmental analysis. The technical team will collect and study environmental data on the existing corridor to use as the baseline for future environmental analysis.

## GET INVOLVED

The public scoping process is ongoing. For more information, visit the CHSRA website at [www.chsra.org](http://www.chsra.org) or call 1-800-438-3637. Public scoping meetings will be held in the future. The CHSRA will provide a calendar of public scoping meetings on its website.

Website: [www.chsra.org](http://www.chsra.org)

Phone: 1-800-438-3637

Email: [info@chsra.org](mailto:info@chsra.org)

Place  
Stamp  
Here

California High-Speed Rail Authority  
c/o ARELLANO ASSOCIATES  
13791 ROSWELL AVENUE, SUITE A  
CHINO, CA 91710



Received at meeting of: TC  
Meeting Date: 4/9/09  
Item No.: 3

# *California High-Speed Train*

## **Statewide Project Overview**

March 2009



**California High-Speed Rail Authority**



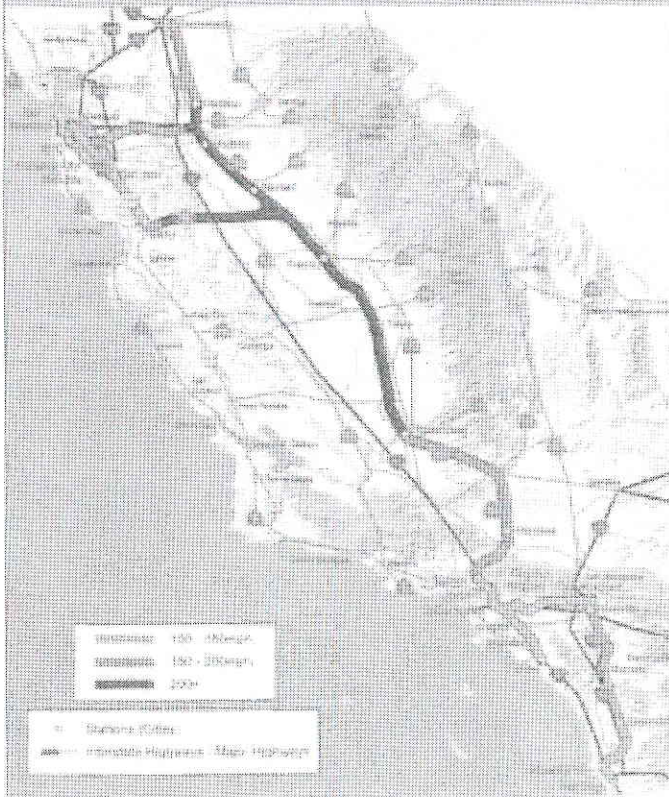
## Proposition 1A

California voters passed Prop. 1A in November.

- \$9 billion down payment on statewide system in 2008.
- \$950 million for urban, intercity and commuter rail lines that link with high-speed trains.
- Extensive oversight and fiscal controls.
- Supported by an uncommon bipartisan coalition of more than two-thirds of the Legislature.
- Strong support from Gov. Schwarzenegger, House Speaker Nancy Pelosi, and U.S. Senators Dianne Feinstein and Barbara Boxer.



## The High-Speed Future



- State of the art
- 800-mile system
- Steel wheel-on-steel rail
- 100% clean electric power





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# *California High-Speed Train*

## Statewide Project Overview

March 2009



*California High-Speed Rail Authority*



Received at meeting of: TC  
Meeting Date: 4/9/09  
Item No.: 3

Taking you from San Diego  
to Los Angeles in **78 minutes**



# California High-Speed Train

## San Diego to Los Angeles Section via the Inland Empire

1998

The California High-Speed Rail Authority (CHSRA) is proposing high-speed train service for travel between major metropolitan areas of California. The service would run from Los Angeles, Orange County and San Diego in the south to the San Francisco Bay Area and Sacramento in the north. The fast, safe and reliable system is forecast to carry approximately 17 million passengers annually by the year 2030.



## Where Will We Go?

[illegible]

The Interstate 5 Los Angeles segment will generally travel in an immediately adjacent to existing railroad and highway right-of-way from Los Angeles Union Station with stations serving New City of Redlands and Pomona. Between Azusa and Rosemead, travel from Los Angeles to Ontario Airport and Riverside will be 25 and 26 minutes, respectively.

The San Diego to Riverside segment will generally follow decommissioned Highway right-of-way and the City of San Diego purchased the San Antonio-San Diego-San Luis Obispo Red Canyon (SUSAR) with stations serving Maricopa, Escondido, University City and San Diego. Travel time from Los Angeles to San Diego will be 78 minutes and Riverside to San Diego will be 48 minutes.

[illegible]

Please add me to the mailing list.

.....

[illegible]

.....



## *A New Travel Option for All Californians*

### **Annual Boardings for Selected Stations – Year 2030**

<i>Los Angeles Union Station</i>	10.8 million
<i>San Francisco Transbay Terminal</i>	9.1 million
<i>San Diego</i>	6.6 million
<i>Sacramento</i>	6.5 million
<i>Riverside</i>	4.8 million
<i>Anaheim</i>	4.3 million
<i>San Jose</i>	4.1 million
<i>Fresno</i>	2.3 m

## *Environmental Benefits*

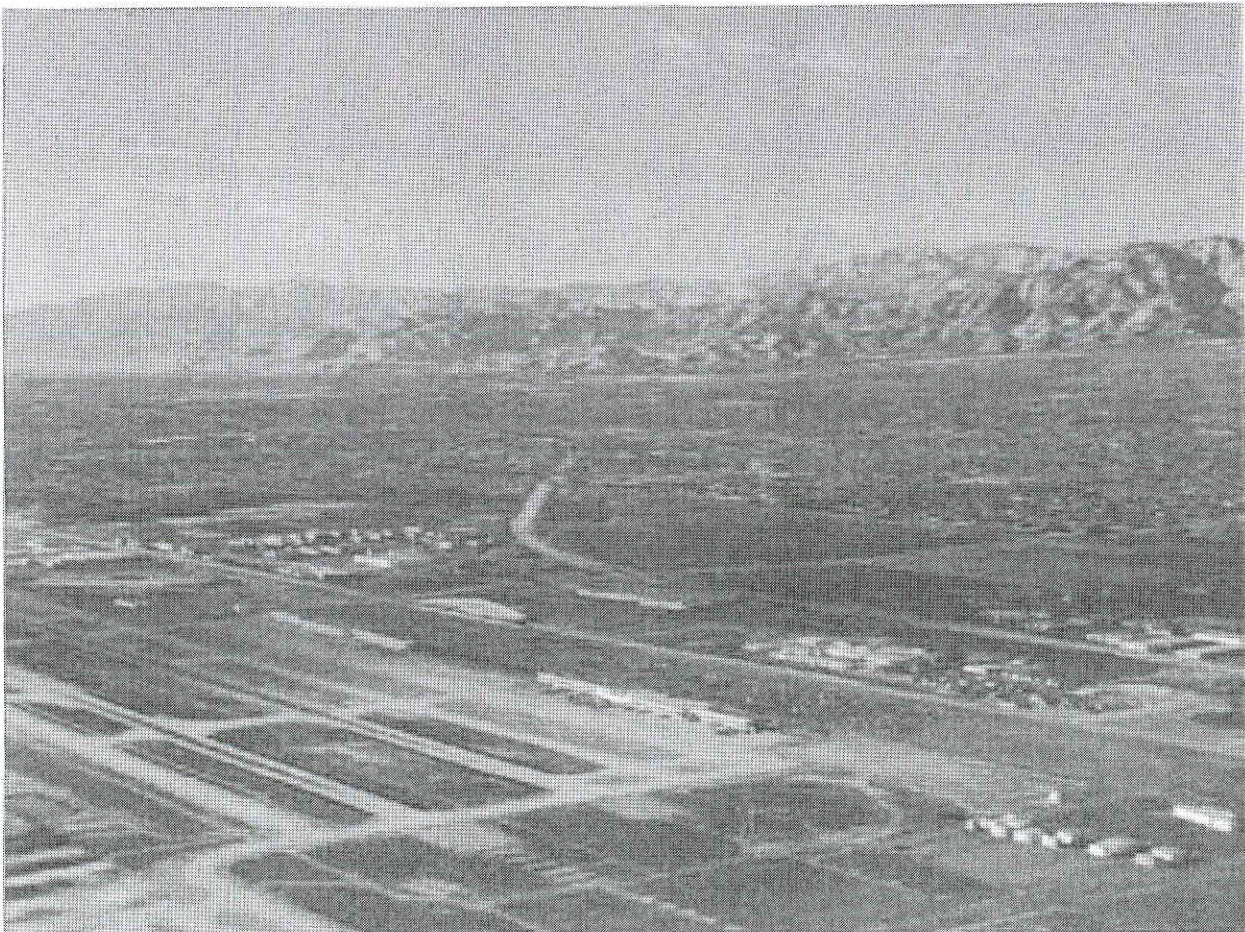
Congestion costs Californians about \$20 billion a year in wasted fuel and lost time. With up to 93 million riders a year by 2030, high-speed trains will reduce that impact.

- 1/3rd the energy of airplanes
- 1/5th the energy of passenger cars
- Dependence on foreign oil reduced by 12.7 million barrels a year
- Greenhouse gases cut by 12 billion pounds a year
- Improved air quality and related health care costs



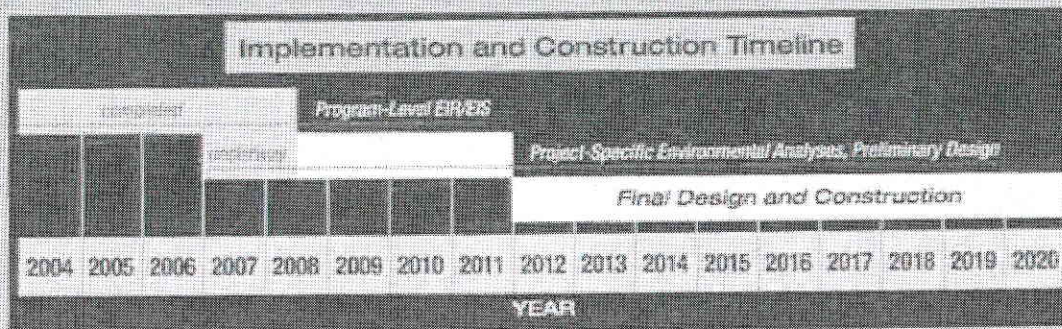
## *Economic Benefits*

- Nearly 160,000 construction-related jobs
- 450,000 permanent jobs for California's economy
- Improved movement of people, goods and services
- Faster travel times for train riders
- Congestion relief for freeways and airports
- Reduced need to spend nearly \$100 billion over next 20 years for...
  - ✓ Up to 3,000 lane-miles of new freeway
  - ✓ 5 airport runways and 90 departure gates





## Next Steps



## Next Steps

- “Program Level” EIR/EIS to determine route and station locations. ✓ Completed.
- “Project-Specific” environmental studies will determine where tracks will be laid, how they will be configured, and where support facilities are needed.
- Outreach underway with local agencies to integrate the statewide system with local transportation, planning and economic development efforts.





## Next Steps

### 2011

Complete environmental process. Break ground on early project elements.

### 2015

Begin testing first prototype trainsets.

### 2018-2020

Launch operation on San Francisco to Los Angeles/Anaheim system backbone.



## *Building the System*

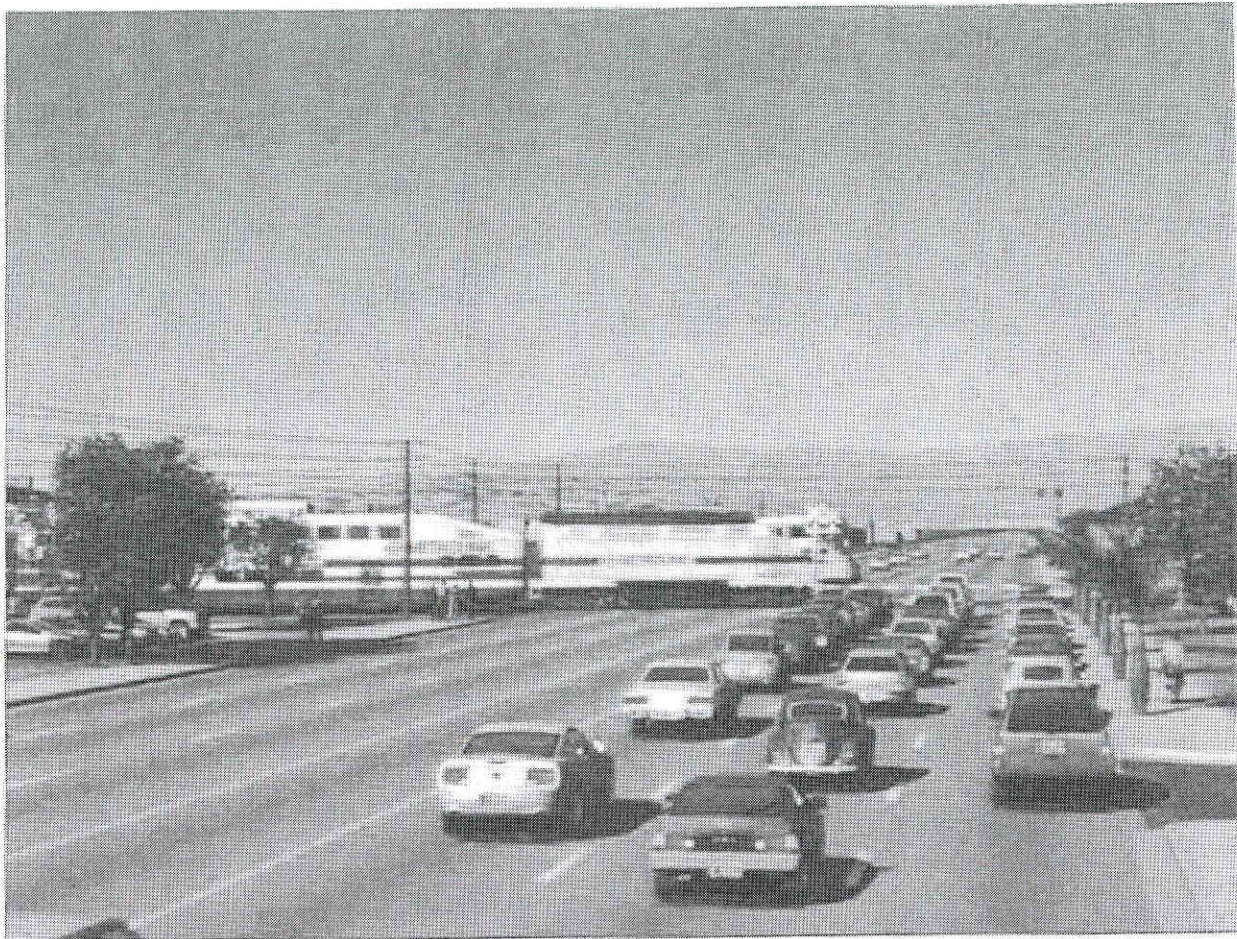
- “High-speed” test section between Merced and Bakersfield.
- First priority = SF to LA/Anaheim backbone link.
- Other corridors and sections:
  - ✓ Can compete for local, state, and federal funding.
  - ✓ May be authorized if ready for construction, with funding available and limited bond needs.
  - ✓ May be authorized for early implementation where local agencies are pursuing improvements to accommodate commuter and safety needs.

## *Cost-Benefit*

California's new high-speed train system will:

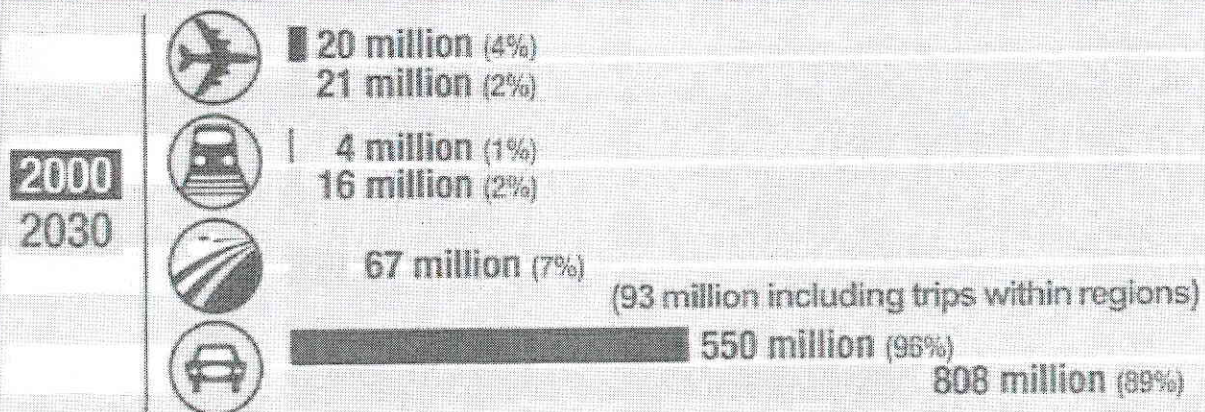
- Return nearly 3X value over system cost in next 40 years from such things as...
  - ✓ Passenger revenue and benefits to HST passengers
  - ✓ Reduced freeway congestion and delays.
  - ✓ Reduced airport congestion and delays
- Require no operating subsidies.
- Generate nearly \$2 billion in surplus revenues a year by 2030.
- Reduce pollution and improve health.





## *A New Travel Option for All Californians*

### **Number of Trips Between California's Major Regions\*** Markets with Air Service



\* Based on 50% of airfare at full system operation



## *The High-Speed Future*

Service up to 220 MPH linking Southern California, the Central Valley and the San Francisco Bay Area.

	San Francisco (Transbay)	San Jose	Sacramento	Fresno	Los Angeles Union Station	Anaheim	Riverside	San Diego
San Francisco (Transbay)		:30	1:53	1:20	2:38	2:57	3:10	3:56
San Jose	:30		1:24	:51	2:09	2:28	2:41	3:27
Sacramento	1:53	1:24		:59	2:17	2:36	2:49	3:35
Fresno	1:20	:51	:59		1:24	1:43	1:56	2:42
Los Angeles Union Station	2:38	2:09	2:17	1:24		:20	:33	1:18
Anaheim	2:57	2:28	2:36	1:43	:20			
Riverside	3:10	2:41	2:49	1:56	:33			:48
San Diego	3:56	3:27	3:35	2:42	1:18		:48	

## *The High-Speed Future*

- Proven reliable technology
- Operational throughout Europe and Asia
- Safest mode of travel
- On dedicated track
- Safely grade-separated from cars and trucks, pedestrians and other rail traffic
- Double-tracked with stations built to allow for express service





4080 Lemon Street, 3rd Floor • Riverside, CA  
Mailing Address: P. O. Box 12008 • Riverside, CA 92502-2208  
(951) 787-7141 • Fax (951) 787-7920 • [www.rctc.org](http://www.rctc.org)

November 18, 2009

Dan Leavitt  
Deputy Director  
California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

Re: Comments to Environmental Scoping for the Los Angeles to San Diego via Inland Empire Portion for the High-Speed Train Project

Dear Mr. Leavitt:

On behalf of the Riverside County Transportation Commission (RCTC), thank you for the opportunity to provide comments to the scoping process prior to the preparation of the Alternatives Analysis for the Los Angeles to San Diego via Inland Empire High-Speed Train project.

Our primary comments and support can be found in the enclosed Commission agenda item, *California High-Speed Rail Update*, which was approved at our November 12, 2009 meeting. The action items included formally becoming a participating agency in the CHSRA EIR/EIS process, directing staff to work closely with the CHSRA to fully analyze both alignments along Interstates 15 and 215, and establishing an Ad Hoc Committee on High-Speed Rail.

The RCTC would also like to ensure that the environmental process works closely with impacted cities and communities early in the process. The RCTC will continue to support the Technical Working Group format to help facilitate these coordination efforts. Overall, the RCTC looks forward to working with the CHSRA in developing this significant project for our region.

Sincerely,

A handwritten signature in black ink that reads "Anne Mayer". The signature is fluid and cursive, with the first name "Anne" and last name "Mayer" clearly distinguishable.

Anne Mayer  
Executive Director

Enclosure: November 12 Commission Agenda Item, *California High Speed Rail Update*



## ***RIVERSIDE COUNTY TRANSPORTATION COMMISSION***

<b>DATE:</b>	November 12, 2009
<b>TO:</b>	Riverside County Transportation Commission
<b>FROM:</b>	John Standiford, Deputy Executive Director
<b>THROUGH:</b>	Anne Mayer, Executive Director
<b>SUBJECT:</b>	California High Speed Rail Update

### **STAFF RECOMMENDATION:**

- 1) Formally accept the California High-Speed Rail Authority's (CHSRA) invitation to join as a participating agency as part of the environmental impact report/statement (EIR/EIS) process for the Los Angeles to San Diego via the Inland Empire high-speed train (HST) project;
- 2) Direct staff to work closely with the CHSRA and affected local jurisdictions in Riverside County to ensure a thorough and comprehensive analysis of high-speed rail service for Riverside County to include the study of potential alignments along with Interstates 15 and 215; and
- 3) Convene and conduct meetings of the Commission's High-Speed Rail Ad Hoc Committee to consider and provide input on the environmental process for the Los Angeles to San Diego via the Inland Empire project with periodic updates to the entire Commission.

### **BACKGROUND INFORMATION:**

In November 2008, California voters approved a \$9.95 billion bond measure for the development of a statewide high-speed rail system that is envisioned to whisk passengers from San Diego to San Francisco and points in between at speeds of up to 200 miles per hour. Although voter action took place only last year, the effort to build a statewide system dates back before the turn of the century. The CHSRA first released a business plan in 2000 and was funded at minimal levels by the Legislature to continue its task throughout the decade. Legislation to place a bond act on the ballot was actually approved in 2002, but subsequent legislative actions postponed an actual election until the decisive vote of the electorate actually took place last November.

Throughout the entire time program development continued. In 2001, the CHSRA and the Federal Railroad Administration started a tiered environmental review process for the HST system and in 2005 completed a first tier statewide program EIR/EIS and approved a conceptual statewide, 800-mile system between the San Francisco Bay Area, through the Central Valley, and then on to Los Angeles



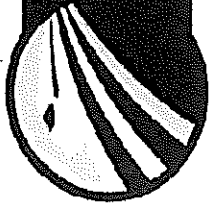
The CHRSA has responded to that concern by adding the I-15 alignment as an alternative for study. Additionally, the CHRSA has responded to requests from the city of Riverside on the location of the line and facilities that would take place if an I-215 corridor was pursued. This kind of adaptability by the CHRSA is especially important during this phase of the project. A number of changes have taken place in land use and development since the original I-215 alignment was identified in 2005. More importantly, a significantly higher level of study is necessary to identify potential pitfalls and challenges the project might encounter on either an I-15 or I-215 alignment and at specific station locations. A comprehensive and thorough study of a number of viable options should be welcomed at this time since the CHRSA will be working on this effort until 2011.

Having more than one potential alignment for study is not unique to Riverside County for this segment. As many as five potential alignments are in play in Los Angeles County east of Union Station and reaching a single alignment in that area is likely to be challenging. There are also a number of station access issues that need to be addressed in San Diego County and yet a new adjustment has been added recently at the request of the city of San Bernardino, which has expressed its interest in a station.

Staff believes that it is far too early for the Commission to take a position on a single alignment or on specific station locations. Developing factual data and information to make that decision is a key objective of the environmental analyses and it is unlikely that the CHRSA will narrow down to a single alignment until late next year or even 2011.

What the Commission can do, and has already been doing, is to play an active role in the process. The Commission has hosted three stakeholder meetings that have provided the CHRSA the opportunity to obtain feedback and input from local jurisdictions and the local Caltrans District. The Commission has also been invited to join as a participating agency for the environmental effort and is a member of the Southern California High-Speed Rail Inland Corridor Group. The Commission voted to approve a memorandum of understanding to be part of this effort in February of this year. This organization includes representatives from the Southern California Association of Governments, San Diego Association of Governments, San Bernardino Associated Governments, and the San Diego Regional Airport Authority. This group provides input to the CHRSA and is an excellent venue for working cooperatively with other transportation agencies in the region.





# Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM  
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by November 20, 2009 (return address is on the reverse side of this form).

Name (please print): LEN NUNNEY City: RIVERSIDE State: CA Zip: 92507

Organization/Business: FRIENDS OF RIVERSIDE'S HHSR E-mail: WATKINSHILLC JUND.COM

Address: 4477 PICACHO DRIVE

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

① FOR THE RIVERSIDE SECTION NEAR U.C. RIVERSIDE — The route following the 215/60 past UCR has the ~~lowest~~ lowest environmental impact (compared to the route following near Watkins Drive). The area around Watkins Drive is included as a criteria cell in the Western Riverside MSHCP and includes a wildlife linkage that connects the Box Springs Mountain to the UCR natural open space (a teaching + research area) and to Sycamore Canyon Wilderness Park.

② SAME SECTION — A potential mitigation meaning that several of us have been evaluating is the construction of a LIVING BRIDGE across the 215/60 (including possibly a pedestrian trail) linking the UCR open space area to Anad Run Park (which adjoins Sycamore Canyon Park). I have a student evaluating the genetic fragmentation created by the 215/60.

③ 215/60 section south of UCR and Central Ave — Important major riparian area (blue line) to the east of freeway. A route on the west side would have a much, much lower impact.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to [comments@hsr.ca.gov](mailto:comments@hsr.ca.gov). In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

Fold and Tape Completely Before Mailing





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Name (please print): MARK D. JACOBS City: PERRIS State: CA Zip: 92570  
Organization/Business: MCANALLY ENTERPRISES, LLC E-mail: MJACOBS@MCARKLLC.COM  
Address: 23840 RIDER STREET

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

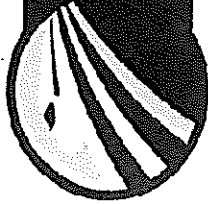
Comment (please write clearly):

APPROXIMATELY 70 PERCENT OF OUR INGREDIENTS ARE DELIVERED BY RAIL.  
WE RECEIVE A LOCAL SWITCH FROM THE BNSF FIVE (5) DAYS A WEEK,  
MONDAY THROUGH FRIDAY, SPOTTING FIFTEEN (15) TO TWENTY (20)  
COVERED HOPPER CARS PER WEEK. THIS IS CRITICAL TO OUR BUSINESS.  
OUR IMMEDIATE CONCERN IS INTERRUPTION OF SERVICE DURING CONSTRUCTION.  
LONG TERM SERVICE INTERRUPTIONS, APPARENTLY, ARE NOT AN ISSUE  
AS DISCUSSED DURING THE MEETING IN RIVERSIDE ON OCTOBER 22.  
WE WERE TOLD THE HIGH-SPEED TRAIN WAS NOT TO INTERFERE WITH ANY  
FREIGHT MOVEMENT.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to [comments@hsr.ca.gov](mailto:comments@hsr.ca.gov). In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

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Los Angeles to San Diego via the Inland Empire Section

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Name (please print): Ned Ibrahim City: Riverside State: CA Zip: 92505  
Organization/Business: NI Associates E-mail: nedibrahim@ni-consulting.com  
Address: 3969 Rancho Del Oro Dr Riverside CA 92506  
☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.  
Comment (please write clearly):

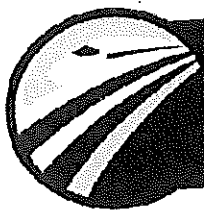
Fully support original "Program Alignment"

With one suggestion Follow Rt. 60 from  
Ontario Airport to Riverside Station.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to [comments@hsr.ca.gov](mailto:comments@hsr.ca.gov). In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

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Los Angeles to San Diego via the Inland Empire Section

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Name (please print): High Thornton City: Riverside State: CA Zip: 92505  
Organization/Business: Riverside Bicycle Club E-mail: hpthorn@gmail.com  
Address: 3894 Plk St,

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

I think it is about time California got something like this. Good work.

Representing the Riverside Bicycle Club I would like to know the following:

1. How will bicyclists be accommodated as passengers? Will there be onboard storage for a bicycle? How soon would local governments be able to start planning improvements to bicycle corridors in neighborhoods surrounding stations?

2. When the routes are planned, how many crossings will be closed instead of building grade separations?

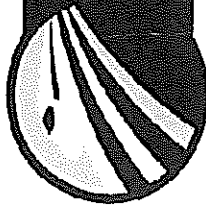
3. Will grade separations provide safe lanes for bicyclist use?

4. Would you charge more for a ticket with a bicycle than without?

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to [comments@hsr.ca.gov](mailto:comments@hsr.ca.gov). In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

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Name (please print): STEPHEN KLEN City: CORONA State: CA Zip: 92881-3116  
Organization/Business: T.E.C. INC  
Address: 2932A SOURDIS DRIVE 92881 E-mail: ENVIRONMENT@AOL.COM

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

MORE OPPORTUNITY FOR MANUFACTURING OF TRAIN'S + ENGINES  
BY U.S.A. COMPANY BEING MORE GREEN USING ALTERNATIVE  
ELECTRIC INSTEAD OF BURNING FROM SOUTHERN CALIF EDISON

MORE NEED FOR MOST DIRECT ROUTE NOT HEADING EAST  
HEAD NORTH + SOUTH.

MAKE COST SO WORKING PEOPLE CAN AFFORD INSTEAD  
OF FLYING. DO NOT PEG PRICE WITH AIRFARE COST.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to [comments@hsr.ca.gov](mailto:comments@hsr.ca.gov). In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

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Name (please print): Kent Appel City: Murietta State: CA Zip: 92563  
Organization/Business: \_\_\_\_\_ E-mail: Kent.appel@aol.com  
Address: 26508 Arbolatum way # 1707

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

I am concerned with the ongoing construction mess associated with such a large project.

Also, I live in the target area for the Murietta station and I have concerns with the taking of people's property.

But also with possible noise problems with property adjacent to the route.

In addition, what about cost overruns?

I know funds have been approved already but what about costs not anticipated.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to [comments@hst.ca.gov](mailto:comments@hst.ca.gov). In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

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PUBLIC SCOPING MEETING

RE: CALIFORNIA HIGH-SPEED TRAIN SYSTEM

LOS ANGELES TO SAN DIEGO, VIA THE INLAND EMPIRE

The following Public Comments were taken at  
a Public Scoping Meeting presented by the California  
High-Speed Rail Authority and Federal Railroad  
Administration, held at the Murrieta Public Library,  
Murrieta, California, Monday, October 19, 2009,  
3:00 p.m. - 7:00 p.m., as reported by  
Tina Blackmore, CSR No. 12409



1 MURRIETA, CALIFORNIA

2 OCTOBER 19, 2009

3  
4 LOUISE APPEL: Okay. I stayed at the Mission  
5 Inn in Riverside about ten years ago because I had to go  
6 to Sylmar, take a 5:00 o'clock train, and I did not  
7 think I would make it. And it's less than a half mile,  
8 we have condos less than a half mile east of the 15  
9 Freeway and that train station was approximately the  
10 same distance. And I couldn't sleep all night long with  
11 the station there.

12 I'm really against the fast train being  
13 brought in here. It is going wreck the condos when they  
14 see on the other side, the train tracks. I'm afraid  
15 that is what will happen there then. There is empty  
16 fields there still and they probably will put the train  
17 station right there behind us. I will not be able to  
18 sleep all night long. That is my comment.

19  
20 KENT APPEL: My concern is: Do we need it?  
21 Can we afford it? And not where it's going; whether I  
22 want it or not. I don't know that I want it even to be  
23 to be built. What is the -- what is the need for this?  
24 How far is it going to go? How much will it cost? Plus  
25 will there be any property seized for emanant domain?



1           At this time I would be inclined to -- is it a  
2 County project or is it a State project? Whoever my  
3 representatives of the County, State or Federal, I will  
4 contact them, write letters, faxes, make phone calls.  
5 And at this point I oppose it. With the budget  
6 constraints, can we afford this and do the benefits  
7 outweigh the costs? At this time I don't know. At this  
8 point I oppose it.

9  
10           LOUISE APPEL: I want to add something: I  
11 moved here, lived here ten years and I thought I was  
12 moving to a peaceful country. But in less than a year  
13 houses were being built up. It was just dirt roads,  
14 dirt hills, now it's completely built up.

15           And this is a bad time to have a train. I  
16 have only been here ten years and the people have moved  
17 three, four, some five times on my little cul-de-sac.  
18 Six are bankrupt, owned by the bank, foreclosures. Now  
19 there is two big houses right across from me the bank  
20 owns one, and the other one I think the bank owns. I  
21 think it's a bad time for a train, to spend the money on  
22 something like that.

23  
24           RICHARD BULL: I hope if you build it, it  
25 works fine and you do not have too many problems with



1 it.

2  
3 MARK SCARLATA: I think the system is a valid  
4 system. I think that the people will use it for  
5 commuting also. San Diego to Murrieta, Temecula,  
6 Escondido, Ontario route, many, many people live out  
7 here, they commute to Orange County or L.A. for work.  
8 More people would probably use it for commuting purposes  
9 than the transportation from L.A. to San Francisco, as I  
10 believe it was sold to us for Prop 1A.

11 They should probably build it from the  
12 Southern California regional standpoint first, and then  
13 maybe the San Francisco to Sacramento standpoint and  
14 then meet somewhere in the San Joaquin Valley together.  
15 Just like they did with the rail lines 150 years ago.  
16 If it's affordable as far as gas prices go for people  
17 traveling, then more people will use it for commuter  
18 purposes versus the long distance travel from L.A. to  
19 San Francisco.

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23 community. And we are on Antelope, so here is Antelope  
24 and there the 215. And my home is particularly close to  
25 Antelope, as are many others. And my concern is if it



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3 Palmea, that is another over 55 community that adjoins  
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7 We're a pretty large community, we are pretty active as  
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21 project go forward. I think it could provide a lot  
22 benefits for a lot of people, giving people more choices  
23 and more freedom, which is what this country is all  
24 about.  
25



## REPORTER'S CERTIFICATION

I, Tina Blackmore, Certified Shorthand Reporter,  
in and for the State of California, do hereby certify:

That the foregoing proceedings were reported by  
me stenographically and later transcribed into  
typewritten under my direction; that the foregoing is a  
true record of the proceedings taken at that time.

IN WITNESS WHEREOF, I have subscribed my name  
this 31st day of October, 2009.

---

Tina Blackmore, CSR No. 12409





# Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM  
Los Angeles to San Diego via the Inland Empire Section

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Name (please print): Charles Benson City: Murietta State: CA Zip: 92562

Organization/Business

E-mail: crbrelativity@yahoo.com

Address: 27189 The Rose Ave, murietta ca 92562

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

Infrastructure investment like this project is the key to the future of California. It will create construction jobs now, and a quality of life that will make future development.

As a resident of Murietta, I await the legislation and would be a daily user.

Charles Benson MD

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to [comments@hsr.ca.gov](mailto:comments@hsr.ca.gov). In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

Fold and Tape Completely Before Mailing





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Name (please print): John E. Brown City: RIVERSIDE State: CA Zip: 92501-2301  
Organization/Business \_\_\_\_\_ E-mail: john.brown@bbklaw.com  
Address: 4385 Houghton Ave. RIVERSIDE, CA 92501-2301

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

The alternative "TUG Alignment" by passing most of San Bernardino and Riverside Counties needs to be carefully analyzed. What are the consequences of cutting off several hundred thousand commuters to L.A. and Orange Counties from easy access to an HST station? Bypassing Interstate 215 will cut off downtown San Bernardino and Riverside and deny HST access to Cal State University (San Bernardino) and UCR. Commuters from Moreno Valley, Perris, Hemet, San Jacinto, the Coachella Valley, Riverside and San Bernardino will continue to clog the 91, 10, 60 + 715 freeways. The airport at the former March Air Reserve Base will not have HST access. Major rail & publicly owned (CalTrans, MTPA, MWD, WMWD, EMWD) rights of way already exist along most of the 215 corridor. The land acquisition costs should be much cheaper. The narrowness of Temescal Canyon and the existing watercourses (Lee Lake, Temescal Creek, San Jacinto River, Lake Elsinore) will make IS corridor very difficult to construct.

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PUBLIC SCOPING MEETING

RE: CALIFORNIA HIGH-SPEED TRAIN SYSTEM

LOS ANGELES TO SAN DIEGO, VIA THE INLAND EMPIRE

The following Public Comments were taken at  
a Public Scoping Meeting presented by the California  
High-Speed Rail Authority and Federal Railroad  
Administration, held at the Murrieta Public Library,  
Murrieta, California, Monday, October 19, 2009,  
3:00 p.m. - 7:00 p.m., as reported by  
Tina Blackmore, CSR No. 12409



1 MURRIETA, CALIFORNIA

2 OCTOBER 19, 2009

3  
4 LOUISE APPEL: Okay. I stayed at the Mission  
5 Inn in Riverside about ten years ago because I had to go  
6 to Sylmar, take a 5:00 o'clock train, and I did not  
7 think I would make it. And it's less than a half mile,  
8 we have condos less than a half mile east of the 15  
9 Freeway and that train station was approximately the  
10 same distance. And I couldn't sleep all night long with  
11 the station there.

12 I'm really against the fast train being  
13 brought in here. It is going wreck the condos when they  
14 see on the other side, the train tracks. I'm afraid  
15 that is what will happen there then. There is empty  
16 fields there still and they probably will put the train  
17 station right there behind us. I will not be able to  
18 sleep all night long. That is my comment.

19  
20 KENT APPEL: My concern is: Do we need it?  
21 Can we afford it? And not where it's going; whether I  
22 want it or not. I don't know that I want it even to be  
23 to be built. What is the -- what is the need for this?  
24 How far is it going to go? How much will it cost? Plus  
25 will there be any property seized for emanant domain?



1           At this time I would be inclined to -- is it a  
2 County project or is it a State project? Whoever my  
3 representatives of the County, State or Federal, I will  
4 contact them, write letters, faxes, make phone calls.  
5 And at this point I oppose it. With the budget  
6 constraints, can we afford this and do the benefits  
7 outweigh the costs? At this time I don't know. At this  
8 point I oppose it.

9  
10           LOUISE APPEL: I want to add something: I  
11 moved here, lived here ten years and I thought I was  
12 moving to a peaceful country. But in less than a year  
13 houses were being built up. It was just dirt roads,  
14 dirt hills, now it's completely built up.

15           And this is a bad time to have a train. I  
16 have only been here ten years and the people have moved  
17 three, four, some five times on my little cul-de-sac.  
18 Six are bankrupt, owned by the bank, foreclosures. Now  
19 there is two big houses right across from me the bank  
20 owns one, and the other one I think the bank owns. I  
21 think it's a bad time for a train, to spend the money on  
22 something like that.

23  
24           RICHARD BULL: I hope if you build it, it  
25 works fine and you do not have too many problems with



1 it.

2

3 MARK SCARLATA: I think the system is a valid  
4 system. I think that the people will use it for  
5 commuting also. San Diego to Murrieta, Temecula,  
6 Escondido, Ontario route, many, many people live out  
7 here, they commute to Orange County or L.A. for work.  
8 More people would probably use it for commuting purposes  
9 than the transportation from L.A. to San Francisco, as I  
10 believe it was sold to us for Prop 1A.

11 They should probably build it from the  
12 Southern California regional standpoint first, and then  
13 maybe the San Francisco to Sacramento standpoint and  
14 then meet somewhere in the San Joaquin Valley together.  
15 Just like they did with the rail lines 150 years ago.  
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25 for this thing is powered from. Is it sustainable or



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typewritten under my direction; that the foregoing is a  
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IN WITNESS WHEREOF, I have subscribed my name  
this 31st day of October, 2009.

---

Tina Blackmore, CSR No. 12409



## Kris Livingston

---

**From:** Robert Carlson [robert.carlson@leusd.k12.ca.us]  
**Sent:** Monday, October 12, 2009 11:16 AM  
**To:** HSR Comments  
**Subject:** Route?

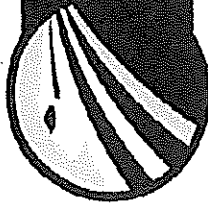
Where is the route exactly between Escondido and Temecula?

Going to their website I can not find any thing except page size showing whole state.

This does not zoom into this area close enough for one to tell.

Can anyone help me?





# Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM  
Los Angeles to San Diego via the Inland Empire Section

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Name (please print): Sylvia Chavez City: Corona State: CA Zip: 92880

Organization/Business

E-mail:

Address:

2161 Cottoncreek Lane Corona, CA 92880

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

*(Probably one of the largest in Corona, Norco)*

*A large employee in Norco/ Corona is the Naval Warfare Center in Norco California. It has about 1000 or more employees who commute all the way from San Diego, Hemet, Riverside, Aliso Viejo, Temecula, Apple Valley. It would be great to have it near enough to the base so that they can take advantage of the high speed system.*

*On the other hand Norco is a rural community with horse ranch homes. There is a Norco society that buys land to keep it open and available free of commercial/ residential building. So please work with these communities for deciding the best placement for a stop.*

*Naval Surface Warfare Center  
2300 5th St. Norco, CA 92880*

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Los Angeles to San Diego via the Inland Empire Section

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Name (please print): CHARLES H. CRAM City: MURRIETA State: CA Zip: 92562

Organization/Business \_\_\_\_\_ E-mail: \_\_\_\_\_

Address: 24004 COLMAR LN. MURRIETA, CA. 92562-1978

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

IT CERTAINLY SEEMS TO MAKE SENSE TO ME THAT A FAST SPEED RAIL SYSTEM FROM OUR SOUTHERN BORDER CITY OF SAN DIEGO TO OUR STATES CAPITOL IN SACRAMENTO BY WAY OF THE INLAND EMPIRE, FOLLOWING A ROUTE THAT MORE OR LESS ALIGNS WITH THE 215 FREEWAY.

HIGH SPEED RAIL TRACKAGE IS MORE COST EFFECTIVE THAN MILES OF 6 AND 8 LANE FREEWAYS, LAND ACQUISITION AND CONSTRUCTION COSTS, LESS FUEL COSTS PER PASSENGER MILE THAN CARS OR AIRPLANE TRAVEL IS AN ESTABLISHED FACT.

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1  
2 PUBLIC SCOPING MEETING  
3 CALIFORNIA HIGH-SPEED TRAIN SYSTEM  
4 LOS ANGELES TO SAN DIEGO VIA THE INLAND EMPIRE  
5  
6  
7  
8

9 THURSDAY OCTOBER 22, 2009

10 3:00 P.M. TO 7:00 P.M.  
11  
12  
13

14 HELD AT  
15 CESAR CHAVEZ COMMUNITY CENTER  
16 2060 UNIVERSITY AVENUE  
17 RIVERSIDE, CALIFORNIA  
18  
19  
20  
21  
22  
23  
24

25 Pages 1 - 5



1

2     Comments by:

3     1. Judy Salazar

4     2. Steve Enna

5     3. Ned Ibrahim

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1 RIVERSIDE, CALIFORNIA, THURSDAY OCTOBER 22, 2009,

2  
3 MS. SALAZAR: I just want to say that the meeting  
4 is very interesting. I have been reading about it in  
5 the paper and following through with it. Resident of  
6 Riverside all my life. I would like to see it go along  
7 the corridor of the 215 free way. I prefer the 215.

8 MR. ENNA: Here are my comments on it.

9 Number 1, you're going to have to limit the  
10 stations. Otherwise you might as well build a  
11 Metrolink, because the whole purpose of a high-speed  
12 train is to have limited access so that you can go  
13 faster.

14 Second thing is if you do that, then you have  
15 to have light rail and buses to augment it so you can  
16 get the people from and to the high-speed train.

17 And third, I like the 215 option. It makes  
18 more sense: Easier to construct; the land is not  
19 impacted; there's a lot of open space. And it will be  
20 easier to control.

21 MR. IBRAHIM: I live in Riverside. I am a retired  
22 engineer. Was the Assistant Public Works Director for  
23 the City of Corona.

24 Obviously this is a tremendously important  
25 project for the State and for the region. Just looking



1 at the maps here without looking at all the details,  
2 because there are no details, the purple alignment,  
3 which is the I-10/215, the one that is through East  
4 Riverside seems to be positioned to serve where the most  
5 concentration of population and commerce and future  
6 growth for the western Riverside County is, and that  
7 would be my choice, without looking at the rest of the  
8 facts of course.

9           The station near UCR, in addition to the one  
10 by Cal Poly Pomona, are really critical. These are huge  
11 campuses, and obviously this kind of facility being a  
12 high speed facility, should really be looked at as an  
13 Interstate, as if it was a freeway. There shouldn't be  
14 too many stops. Otherwise it ceases to be an intrastate  
15 system. You cannot have a stop in every little town.

16           And certainly there would be opportunities.  
17 It's like when you build a new freeway. There will be  
18 opportunities to feed into the system through light rail  
19 or Metrolink in addition to the highway system.

20           But I am for the purple alignment that seems  
21 to be just positioned exactly where I think it needs to  
22 be in relation to the freeway system and the population,  
23 where the growth is for the County.

24           (end of comments)

25



1 STATE OF CALIFORNIA )  
 ) ss.

2 COUNTY OF LOS ANGELES )  
3

4 I, RUBEN GARCIA, CSR No. 11305, do hereby  
5 certify:

6 That the Transcript of Proceedings was taken  
7 down by me in shorthand at the time and place therein  
8 named, at which times the witnesses were placed under  
9 oath and were sworn by me to tell the truth, the whole  
10 truth, and nothing but the truth;

11 That the foregoing pages contain a full, true  
12 and accurate record of all proceedings and testimony to  
13 the best of my skill and ability.

14 I further certify that I am neither counsel  
15 for any party in said action, nor am I related to any  
16 party to said action, nor am I in any way interested in  
17 the outcome thereof.

18 IN WITNESS WHEREOF, I have subscribed my name  
19 this 30th day of October, 2009.  
20  
21

22 \_\_\_\_\_  
23 RUBEN GARCIA, CSR No. 11305  
24  
25





# Comment Form

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Name (please print): DeLaine Enos City: Sun City State: Ca Zip: 92585

Organization/Business \_\_\_\_\_ E-mail: \_\_\_\_\_

Address: 26923 Buccaneer Dr

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

I prefer the Riverside County area transportation  
route to follow the #15 freeway through Corona, as  
this area is more crowded on the freeways and more  
growing in population than Riverside city area. The  
junction of the #15 and #91 freeways is a bottleneck  
for traffic into Orange Co. and L.A. County. Alternate  
transportation there is needed. The #215 from Riverside  
going south is not so heavily travelled.

Sincerely,  
DeLaine Enos

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Name (please print): Stanley Fader City: Temecula State: CA Zip: 92592  
Organization/Business: y E-mail: yelnats38@hotmail.com  
Address: 4535 Calle Ayora

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

over-

There is a dependency on local communities to provide reasonable transportation (bus, shuttle, "to and from proposed rail stations. Local transit facilities facilities are substandard and in no way could support proposed HSR. I saw or heard of no plans to fund transit between HSR and local communities. Do we end up with HSR parking ~~garage~~ garages at each station?

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RE: CALIFORNIA HIGH-SPEED TRAIN SYSTEM

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3:00 p.m. - 7:00 p.m., as reported by  
Tina Blackmore, CSR No. 12409



1 CORONA, CALIFORNIA

2 OCTOBER 20, 2009

3  
4 RICHARD ORNELAS: I have six comments to make  
5 on the high-speed train.

6 No. 1: Water. If we take the elevated  
7 high-speed train and put water lines on left and right  
8 side, down the middle, three water lines, that can be  
9 engineered by the water people to know how big of pipes  
10 and how much, and the pipe can be researched and  
11 developed by the water people. You put it on high-speed  
12 train, then up at the dam on the other side of  
13 Sacramento, we can fill those pipes up and when the  
14 high-speed train comes all the way down to San Diego,  
15 they can bring the water down with them in those pipes  
16 because we can siphon off the pressure on the  
17 high-speed train to push that water at the required  
18 speed so it will not heat up and endanger it. So we can  
19 bring water 24 hours/seven days a week and 365 days a  
20 year through these waterlines. And we can bring the  
21 first water to the Delta. Instead of building a refill  
22 canal that will cost 20 million dollars, we can now  
23 bring the water in the high-speed train and siphon off  
24 so much water from the Delta 24 hours a day. And they  
25 will having enough water for whatever they need.



1           Second, the water would go San Joaquin Valley  
2   in that area over there we can siphon the water also  
3   from the pipelines into San Joaquin Valley and then  
4   going over the ridge route, the propulsion of the train  
5   will push the water over the ridge route and down here  
6   to the Inland Empire. And so we can have water here in  
7   the Inland Empire all the way to San Diego. Because the  
8   people that have the Colorado water, they are already  
9   saying that they are going to take Colorado water away  
10  from us. And so we are depending a lot on the rain  
11  water now. With this system of water coming down, the  
12  rainwater that normally goes underground, as the  
13  underground levels go up, it will not be necessary  
14  anymore because water coming in the pipelines will  
15  furnish enough water to fill the reservoirs and for  
16  public use. And so rainwater will now fill up those  
17  underground water reservoirs, and the rain water will  
18  start pushing off the land in the ocean and will clean  
19  the Pacific Ocean coastline of our deterioration,  
20  contamination. This rainwater will now be able to do  
21  that. And so once this is set up, we'll have rainwater,  
22  we'll have water coming from there.

23           And Washington and Oregon are building a  
24  high-speed train. Once we connect with them, we can get  
25  all the water we need from Washington and Oregon.



1           And the cost right now, the Government is  
2   saying that we will spend 50 or 60 billion dollars on  
3   water to build a new system, they will not have to do  
4   that. Instead of building a new system, they will just  
5   put the water system on the high-speed train, and they  
6   can cut that budget in half from 60 billion, and we cut  
7   it down to about 25 billion. So we are saving 25 to 30  
8   billion dollars.

9           No. 2: The traffic. When we get the  
10   high-speed train set up, it will take 70 percent of the  
11   traffic off the freeway. The 50 billion dollars that  
12   they are talking about building new freeways, now it  
13   will not be necessary because the traffic will be taken  
14   off of the freeway. And it will now eliminate needing  
15   to build new freeways and repair the freeways we have  
16   now. There will money left over so we cut the budget of  
17   the freeways in half. So maybe the 25 billion dollars  
18   on the freeway, they will now use it on the high-speed  
19   train.

20           Now, electrical, there is, General Electric  
21   has a patent by an engineer that lives in Fullerton that  
22   is now retired that developed a high turbine engine  
23   generator. And like those big windmills generating  
24   electricity in the desert, this little engine is very  
25   small and it will generate two to three times as much



1 electricity as those. I propose that you put those  
2 little generators on top of the high-speed train. And  
3 as the high-speed train travels at 225 miles an hour, it  
4 will generate enough electricity so the high-speed train  
5 will run at no cost. The high-speed train cost \$400 to  
6 run every 17 kilowatts of electricity. This system will  
7 generate enough electricity so the train will run at no  
8 cost and enough left over to light up the freeway  
9 lights, all the freeway signs will be able to be lit up  
10 off the generation of the high-speed train. So the  
11 State of California will save all that money.

12 Third: The environmental people are talking  
13 about spending 50 to 60 billion dollars in the next 10  
14 or 15 years to perform environmental control. Well, for  
15 this high-speed train and taking off the traffic on the  
16 freeway, it will cut the environmental budget in half.  
17 Instead of having 50 or 60 billion dollars in the  
18 budget, they will only need 25. That is another 25  
19 billion dollars they save in bonds.

20 Fourth: The deficit. That deficit right now  
21 is 28 billion. With this saving of the budget on water  
22 and traffic and the environment, we can use that money  
23 to offset the deficit and pay off the deficit and we  
24 will not have to raise to taxes and everything else.

25 Next, it will take about 500,000 to a million



1 new jobs to build this high-speed train system. And  
2 instead of building it in ten years, we put this money  
3 into the high-speed train and we build it in three  
4 years. Plus we could build a dual line. Instead of one  
5 line coming all way down, build one also coming and one  
6 going for safety and for the population that will be  
7 traveling in this system. Because it will be cheaper  
8 than flying, cheaper than driving, it will be cheapest  
9 transportation and it will be the quickest and easiest.

10 Those are my comments in a nutshell. But  
11 there is a lot more to it. So if anybody wants to get  
12 in contact with me, you can call me at any time and we  
13 can discuss it in more detail.

14  
15 GARRY GRANT: First of all, I am frustrated in  
16 the relationship that I cannot study the presentation  
17 that you have by virtue of the fact that it's theory and  
18 not practical.

19 The problem here is that we are facing a  
20 catastrophic condition in the finances of the United  
21 States, to even consider this venture is amiss in my  
22 opinion.

23 However, if you do decide to go ahead with  
24 this, I would prefer that the rails are placed on either  
25 side of the freeways, one going up and one going down



1 and an overpass where people are getting off to  
2 different ramps, different areas. The reason for this  
3 is that land values are so great that there is an  
4 assumption to use other sources of area or alternative  
5 areas that at this time would not be wise financially  
6 and would burden the bonding of this process for many  
7 years to come. And our young people have been burdened  
8 too far in debt in this bond system that we have  
9 accepted as a condition of life.

10 And I put it in a nutshell, like that.

11 In my personal opinion, all of my friends feel  
12 the same way. And representing the R.C.U.C, Riverside  
13 County United Community, as their president, I feel that  
14 I would be remiss in not making this statement that this  
15 is not a good thing to do.

16 I would add that the final cost becomes  
17 greater than the initial bonding statement by virtue of  
18 the interest paid.

19  
20 BOBBY SPIEGEL: I would like the path straight  
21 up the 15, not going over the 215. I think that looking  
22 at the layout that they have there, I believe that the  
23 construction cost would be a lot lower. Either path is  
24 going to create job development. However, I think the  
25 path will be a shorter distance for them to build. We



1 have to be looking at every way to cut costs once we  
2 start going on this.

3 Personally, I want it locally. I think it's  
4 the hub. People can get to Corona, and from there they  
5 can take the train and either load the train or depart  
6 from the train.

7  
8  
9  
10 REPORTER'S CERTIFICATION  
11

12 I, Tina Blackmore, Certified Shorthand Reporter,  
13 in and for the State of California, do hereby certify:  
14

15 That the foregoing proceedings were reported by  
16 me stenographically and later transcribed into  
17 typewritten under my direction; that the foregoing is a  
18 true record of the proceedings taken at that time.  
19

20 IN WITNESS WHEREOF, I have subscribed my name  
21 this 31st day of October, 2009  
22  
23

24 \_\_\_\_\_  
25 Tina Blackmore, CSR No. 12409





# Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM  
Los Angeles to San Diego via the Inland Empire Section

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Name (please print): LAKISHA HANKINS City: RIVERSIDE State: CA Zip: 92570  
Organization/Business: UCR Regional Center E-mail: Keon-Marketing@aol.com  
Address: 1128 HARRIS ST Yahoon.com

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

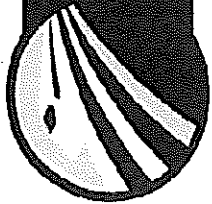
Comment (please write clearly):

During the program there were a lot of interesting qualities like as far as less wait on gas, being on time with out any traffic blocks. there will also be a lot of jobs provided due High Speed train rally at the Los Angeles Union Station. It will also save alot of money due to plain Plane Cost and traveling. Cost make traveling not only fun but convient if you are an on time worker, student, parent, Grandmother or father so on.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to [comments@hsr.ca.gov](mailto:comments@hsr.ca.gov). In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

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Los Angeles to San Diego via the Inland Empire Section

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Name (please print): George Hepker City: Norco State: CA Zip: 92860  
Organization/Business: Construction E-mail: ghhepker@msn.com  
Address: 850 River Drive

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

This is the project we have been looking for since the monorail at Disneyland.

High Speed Mass transportation is an absolute necessity given the volume of people expected to live in California.

This project will not only provide jobs, but will help solve pollution and highway congestion problems.

I do believe the people will very much prefer the train over driving.

By using existing transportation corridors you have placed your project properly to minimize any negative ecological concerns as well made accessibility excellent.

Very nice go for it.

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Los Angeles to San Diego via the Inland Empire Section

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Name (please print): Mary Davis Hernandez City: Buenos Aires State: IN Zip: 46067

Organization/Business:  E-mail: maressm@aol.com

Address: 2891 Canyon Crest Ln #3

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

At the present moment the number of the  
Bakers are becoming complex to be used at  
San Juan I am going to  
watch some of the problems is fairly hard  
What would it come to please the other project  
the HS rail was to come from the  
0

What project plan are you to build the  
HS rail in the S. Diego Red Sea?

I believe that the HS rail will build  
Riverside a lot of modern equipment that  
active work will continue with the  
planning really is less in need that period  
Should not be it but it will be more  
can be to provide.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to [comments@hsr.ca.gov](mailto:comments@hsr.ca.gov). In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

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# Comment Form

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Los Angeles to San Diego via the Inland Empire Section

11/7/09

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by **November 20, 2009** (return address is on the reverse side of this form).

Name (please print): Jean V. Hixenbaugh City: Menifee State: CA Zip: 92584  
Organization/Business: retired E-mail: grammyvan@verizon.net  
Address: 27781 Winter Branch Ct

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

I live in a retirement community close to the 215. There are many senior homes along the stretch of 215 that runs through Sun City/Menifee. There is also a large senior care home (Sun City Gardens) that is very close to this freeway. The noise and dust created during the construction would be very detrimental to this community along the 215.

Please consider the alternate route along the 15 which would have a lesser impact among residents.

Thank you.

Jean V. Hixenbaugh

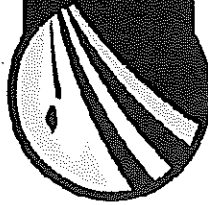
PS There is also a new hospital (Loma Linda Medical Center) along the 215 on the Menifee/Murrieta border.

cc: Mayor Edgerton

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to [comments@hsr.ca.gov](mailto:comments@hsr.ca.gov). In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than **November 20, 2009**.

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Los Angeles to San Diego via the Inland Empire Section

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Name (please print): ROBERT L. HORNER City: CORONA State: CO Zip: 92881  
Organization/Business: M.D. E-mail: RLHANDS@SBCGLOBAL.NET  
Address: 3981 Holly Springs Dr., Corona

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

PLEASE MAKE THE ROUTES DIRECT - DON'T  
TRY TO GO TO CITIES THAT ARE ALREADY  
DEVELOPED

SERVE SAN FRANCISCO, SAN JOSE, LA & SO  
TWO STOPS IN THE SAN JOAQUIN  
VALLEY, LOS ANGELES, INLAND EMPIRE  
WHERE YOU CAN USE METROLINK CONNECTIONS - VAN  
& RIGHT NEAR THE ONTARIO AIRPORT  
BAGGAGE AREA

MURRYETA, ESCONDIDO, ONE STATION  
NORTH SAN DIEGO, LINDBERG FIELD,  
AND ONE STATION SOUTH

SKIP DOWNTOWN - FRESNO, MERCED  
SAN DIEGO, BAKERSFIELD, CORONA, SAN BERNARDINO  
& RIVERSIDE,

BUILD STATIONS WHERE YOU CAN GET THERE BY  
AIR, COMMUTER RAIL & FUTURE LIGHT RAIL

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to [comments@hsr.ca.gov](mailto:comments@hsr.ca.gov). In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

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## Kris Livingston

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**From:** Joseph Horvath [jt.horvath@sbcglobal.net]  
**Sent:** Thursday, October 22, 2009 5:18 PM  
**To:** HSR Comments  
**Subject:** LA-SD HST Section via the Inland Empire

### I-15 Alignment concerns

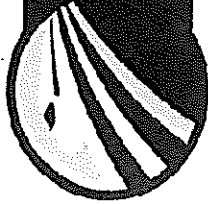
1. The grade differential from Corona to Murrieta
2. The close proximity to the Elsinore Fault

### I-215 Alignment comment

1. Need the connection to the March Airport
2. The grade is more uniform from the March Airport to Murrieta

*Thank You,  
Joe Horvath*





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Los Angeles to San Diego via the Inland Empire Section

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Name (please print): Ned Ibrahim City: Riverside State: CA Zip: 92505  
Organization/Business: NI Associates E-mail: nedibrahim@ni-consulting.com  
Address: 3969 Rancho Del Oro Dr Riverside CA 92506  
☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.  
☒ Comment (please write clearly):

Fully support original "Program Alignment"

With one suggestion Follow Rt. 60 from  
Ontario Airport to Riverside Station.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to [comments@hsr.ca.gov](mailto:comments@hsr.ca.gov). In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

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Name (please print): Denis W. Kidd City: Grand Terrace State: CA Zip: 92313

Organization/Business \_\_\_\_\_ E-mail: \_\_\_\_\_

Address: 22874 Pico St., Grand Terrace, CA 92313

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

I am ~~in favor~~ for building high speed rail.  
It should ~~should~~ go through San Bernardino,  
Riverside, and Moreno Valley where the  
people are, not through Corona and the  
Temescal Canyon.

Compared to Europe and Japan, the USA  
is in the horse and buggy days as far as rail passenger  
transportation is concerned. Let us enter the  
21st century by building a high speed rail system  
in California.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to [comments@hsr.ca.gov](mailto:comments@hsr.ca.gov). In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

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## Kris Livingston

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**From:** Ira Krauss [ira.krauss@att.net]  
**Sent:** Tuesday, October 13, 2009 3:28 PM  
**To:** HSR Comments  
**Subject:** LA-SD-HST Via The Inland Empire

To Whom It May Concern:

I have been to France and have used the TGVs to travel to different parts of France. Their high speed rail is the best system I ever rode on and California should have the same thing.

There is so much traffic between Riverside and Los Angeles County or Orange County. The commission should allow the high speed rail to stop at the City of Riverside. I would use the high speed rail whether it is for business or pleasure to visit San Diego or one of the cities up in Northern California.

Thank you,  
Ira Krauss  
11508 Wordsworth Rd.  
Moreno Valley, CA 92557



## Kris Livingston

---

**From:** Annette Larsonclose [alarsonclose@sbcglobal.net]  
**Sent:** Tuesday, September 29, 2009 11:36 AM  
**To:** HSR Comments  
**Subject:** LA-HST Section via the Inland Empire

I will be at the mtg on Oct. 20th in Corona. I Live very close to I-15 in So Corona by Tom's Farms in "Painted Hills". I am concerned about the environmental impact, the noise, and the vibrations that will be caused by this rail. And if a station is put in Corona, where would it be? When will this project begin? And is this a done deal at this point?

Sent from my iPhone



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Los Angeles to San Diego via the Inland Empire Section

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Name (please print): CAMILLE MAHANT City: Marietta State: GA Zip: 30062  
Organization/Business: resident E-mail: camillemahant@hotmail.com  
Address: P.O. Box 233, Marietta, GA 30064

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

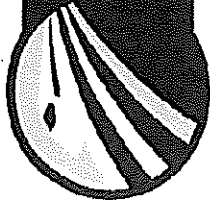
Comment (please write clearly):

High speed rail linking San Diego, Marietta, Riverside, LA, etc. is an excellent idea. Even though it will be expensive to build and maintain, the long term benefits, in terms of reducing auto usage and better connecting times, will be worth it.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to [comments@hsr.ca.gov](mailto:comments@hsr.ca.gov). In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

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Name (please print): Anita McMillan City: Corona State: CA Zip: 92882  
Organization/Business: Keller Williams Realty E-mail: McMillan and wife @ KW.com  
Address: 3435 Braemar Corona CA 92882

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

I would be very interested in having this project  
go through Corona- Diving the 15 freeway.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to [comments@hsr.ca.gov](mailto:comments@hsr.ca.gov). In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than **November 20, 2009**.

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Name (please print): Russ Napier City: MURRIETA State: CA Zip: 92563

Organization/Business \_\_\_\_\_ E-mail: \_\_\_\_\_

Address: 24601 JEFFERSON AVE

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

COORDINATION WITH LOCAL RAIL IS NECESSARY.  
THE LOS ANGELES - LAS VEGAS ROUTE LOOKS OBVIOUS -  
WAY NOT LEFT WITH IT?

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to [comments@hsr.ca.gov](mailto:comments@hsr.ca.gov). In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

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## Kris Livingston

---

**From:** Justin Nelson [plattypus1@gmail.com]  
**Sent:** Wednesday, November 18, 2009 11:48 AM  
**To:** HSR Comments  
**Subject:** LA-SD HST Section via the Inland Empire

To Whom it May Concern-

My name is Justin Nelson, and I am a local transportation activist and an ardent supporter of rail transit. I was an ardent supporter of Proposition 1A, as you can see in this article. (I'm the guy in the hat at the right of the banner.) I strongly support this project, and I hope that construction begins as soon as possible.

That said, I have several comments on the project-level routing in the Inland Empire. First off, I understand that there is an ongoing debate between routing the train via I-15 and Corona, or I-215 and Riverside. This should not even be a debate. Corona is a sprawling, auto-dependent area with anemic transit. The conventional wisdom in local transport planning circles is that Corona doesn't think of itself as part of the Inland Empire, but as Orange County East. Locating a major HSR station in an area with poor regional connections is a mistake from both a ridership and a sustainable development standpoint. Furthermore, if Corona does emerge as the preferred alternative, the location of a station near the Dos Lagos developments, rather than the Magnolia/6th Street corridor, would further worsen possible transit connections. If you must put the station in Corona, locate it adjacent to the North Main-Corona rail station and transit center. If it were located at the currently proposed location in Corona, I would have a longer bus ride to the station than I would have a train ride to San Francisco once there. Not to mention that Corona's bus system is inoperative on Sundays, further isolating transit customers from the largest transit project in California history.

Riverside has recently been acknowledged for the city's various environmental initiatives, and policies encouraging smart-growth and mixed-use development have been enacted over the past few years. Negotiations are currently ongoing between the city, transit agency and local land owners for the construction of a new multi-modal transit facility downtown. Riverside is the eastern hub of the Metrolink commuter rail system, served by three lines on weekdays and two lines on weekends, and is linked to San Bernardino by a frequent express bus service 7 days a week. The local transit network provides excellent coverage of the city and several surrounding areas. Riverside is also a stop for Greyhound bus service and Amtrak bus and long-distance train service. Aside from being the largest city in the Inland Empire, Riverside also has a large student population, with five colleges and universities in the city. Students will flock to this system, if given the opportunity. The ridership and regional connections present in Riverside make it the natural location for an Inland Empire HSR station.

Within Riverside, however, the currently proposed UCR-adjacent station location is a poor choice. Transit access to that area is on a single hourly bus line, and more frequent services are on the other side of campus, nearly a mile away. Road access to the area is also rather poor. There is little space for parking in the area, and a proposed station on the Metrolink Perris Valley Line at that site was faced with substantial neighborhood opposition. The station was eventually modified to include no parking, and was moved out of the initial opening of the line. It makes no sense to fight to place a rail station where it is not wanted, and not particularly suited.

I mentioned earlier that the City of Riverside and RTA are currently negotiating to put a new multi-modal transit center adjacent to the current Metrolink/Amtrak station downtown. RCTC is currently working to widen SR-91 through Riverside's downtown. While these projects are in the planning stage, CA-HSRA should work with these local agencies to develop a right-of-way for HSR trains to connect to all other existing local transit services at the Riverside-Downtown Metrolink, soon to be the Riverside Multi-Modal Transit Center. This would provide service directly to the central business district of Riverside, connecting transit to San Bernardino and all of Riverside County, and space for ample parking to be developed. It would also be a natural location to enable high-density transit-oriented mixed-use development. The train could then re-join the I-215 right-of-way via 14th street or any of a number of east-west avenues in the city, and the brief period of low-speed running to accommodate a sharp turn on to 14th street would be negligible, as the train would have to decelerate for the station stop anyway. The ideal location for this new transit infrastructure is in downtown Riverside, and that's

where it should be located.

Thank you for your time and consideration.

--

Justin M. Nelson

Graduate Student, Political Science

UC Riverside

(951) 231-5283



PUBLIC SCOPING MEETING

RE: CALIFORNIA HIGH-SPEED TRAIN SYSTEM

LOS ANGELES TO SAN DIEGO, VIA THE INLAND EMPIRE

The following Public Comments were taken at  
a Public Scoping Meeting presented by the California  
High-Speed Rail Authority and Federal Railroad  
Administration, held at the Corona Public Library,  
Corona, California, Tuesday, October 20, 2009,  
3:00 p.m. - 7:00 p.m., as reported by  
Tina Blackmore, CSR No. 12409

1 CORONA, CALIFORNIA

2 OCTOBER 20, 2009

3  
4 RICHARD ORNELAS: I have six comments to make  
5 on the high-speed train.

6 No. 1: Water. If we take the elevated  
7 high-speed train and put water lines on left and right  
8 side, down the middle, three water lines, that can be  
9 engineered by the water people to know how big of pipes  
10 and how much, and the pipe can be researched and  
11 developed by the water people. You put it on high-speed  
12 train, then up at the dam on the other side of  
13 Sacramento, we can fill those pipes up and when the  
14 high-speed train comes all the way down to San Diego,  
15 they can bring the water down with them in those pipes  
16 because we can siphon off the pressure on the  
17 high-speed train to push that water at the required  
18 speed so it will not heat up and endanger it. So we can  
19 bring water 24 hours/seven days a week and 365 days a  
20 year through these waterlines. And we can bring the  
21 first water to the Delta. Instead of building a refill  
22 canal that will cost 20 million dollars, we can now  
23 bring the water in the high-speed train and siphon off  
24 so much water from the Delta 24 hours a day. And they  
25 will having enough water for whatever they need.



1           Second, the water would go San Joaquin Valley  
2   in that area over there we can siphon the water also  
3   from the pipelines into San Joaquin Valley and then  
4   going over the ridge route, the propulsion of the train  
5   will push the water over the ridge route and down here  
6   to the Inland Empire. And so we can have water here in  
7   the Inland Empire all the way to San Diego. Because the  
8   people that have the Colorado water, they are already  
9   saying that they are going to take Colorado water away  
10  from us. And so we are depending a lot on the rain  
11  water now. With this system of water coming down, the  
12  rainwater that normally goes underground, as the  
13  underground levels go up, it will not be necessary  
14  anymore because water coming in the pipelines will  
15  furnish enough water to fill the reservoirs and for  
16  public use. And so rainwater will now fill up those  
17  underground water reservoirs, and the rain water will  
18  start pushing off the land in the ocean and will clean  
19  the Pacific Ocean coastline of our deterioration,  
20  contamination. This rainwater will now be able to do  
21  that. And so once this is set up, we'll have rainwater,  
22  we'll have water coming from there.

23           And Washington and Oregon are building a  
24  high-speed train. Once we connect with them, we can get  
25  all the water we need from Washington and Oregon.

1           And the cost right now, the Government is  
2   saying that we will spend 50 or 60 billion dollars on  
3   water to build a new system, they will not have to do  
4   that. Instead of building a new system, they will just  
5   put the water system on the high-speed train, and they  
6   can cut that budget in half from 60 billion, and we cut  
7   it down to about 25 billion. So we are saving 25 to 30  
8   billion dollars.

9           No. 2: The traffic. When we get the  
10   high-speed train set up, it will take 70 percent of the  
11   traffic off the freeway. The 50 billion dollars that  
12   they are talking about building new freeways, now it  
13   will not be necessary because the traffic will be taken  
14   off of the freeway. And it will now eliminate needing  
15   to build new freeways and repair the freeways we have  
16   now. There will money left over so we cut the budget of  
17   the freeways in half. So maybe the 25 billion dollars  
18   on the freeway, they will now use it on the high-speed  
19   train.

20           Now, electrical, there is, General Electric  
21   has a patent by an engineer that lives in Fullerton that  
22   is now retired that developed a high turbine engine  
23   generator. And like those big windmills generating  
24   electricity in the desert, this little engine is very  
25   small and it will generate two to three times as much



1 electricity as those. I propose that you put those  
2 little generators on top of the high-speed train. And  
3 as the high-speed train travels at 225 miles an hour, it  
4 will generate enough electricity so the high-speed train  
5 will run at no cost. The high-speed train cost \$400 to  
6 run every 17 kilowatts of electricity. This system will  
7 generate enough electricity so the train will run at no  
8 cost and enough left over to light up the freeway  
9 lights, all the freeway signs will be able to be lit up  
10 off the generation of the high-speed train. So the  
11 State of California will save all that money.

12 Third: The enviromental people are talking  
13 about spending 50 to 60 billion dollars in the next 10  
14 or 15 years to perform environmental control. Well, for  
15 this high-speed train and taking off the traffic on the  
16 freeway, it will cut the environmental budget in half.  
17 Instead of having 50 or 60 billion dollars in the  
18 budget, they will only need 25. That is another 25  
19 billion dollars they save in bonds.

20 Fourth: The deficit. That deficit right now  
21 is 28 billion. With this saving of the budget on water  
22 and traffic and the environment, we can use that money  
23 to offset the deficit and pay off the deficit and we  
24 will not have to raise to taxes and everything else.

25 Next, it will take about 500,000 to a million

1 new jobs to build this high-speed train system. And  
2 instead of building it in ten years, we put this money  
3 into the high-speed train and we build it in three  
4 years. Plus we could build a dual line. Instead of one  
5 line coming all way down, build one also coming and one  
6 going for safety and for the population that will be  
7 traveling in this system. Because it will be cheaper  
8 than flying, cheaper than driving, it will be cheapest  
9 transportation and it will be the quickest and easiest.

10 Those are my comments in a nutshell. But  
11 there is a lot more to it. So if anybody wants to get  
12 in contact with me, you can call me at any time and we  
13 can discuss it in more detail.

14  
15 GARRY GRANT: First of all, I am frustrated in  
16 the relationship that I cannot study the presentation  
17 that you have by virtue of the fact that it's theory and  
18 not practical.

19 The problem here is that we are facing a  
20 catastrophic condition in the finances of the United  
21 States, to even consider this venture is amiss in my  
22 opinion.

23 However, if you do decide to go ahead with  
24 this, I would prefer that the rails are placed on either  
25 side of the freeways, one going up and one going down



1 and an overpass where people are getting off to  
2 different ramps, different areas. The reason for this  
3 is that land values are so great that there is an  
4 assumption to use other sources of area or alternative  
5 areas that at this time would not be wise financially  
6 and would burden the bonding of this process for many  
7 years to come. And our young people have been burdened  
8 too far in debt in this bond system that we have  
9 accepted as a condition of life.

10 And I put it in a nutshell, like that.

11 In my personal opinion, all of my friends feel  
12 the same way. And representing the R.C.U.C, Riverside  
13 County United Community, as their president, I feel that  
14 I would be remiss in not making this statement that this  
15 is not a good thing to do.

16 I would add that the final cost becomes  
17 greater than the initial bonding statement by virtue of  
18 the interest paid.

19  
20 BOBBY SPIEGEL: I would like the path straight  
21 up the 15, not going over the 215. I think that looking  
22 at the layout that they have there, I believe that the  
23 construction cost would be a lot lower. Either path is  
24 going to create job development. However, I think the  
25 path will be a shorter distance for them to build. We

1 have to be looking at every way to cut costs once we  
2 start going on this.

3 Personally, I want it locally. I think it's  
4 the hub. People can get to Corona, and from there they  
5 can take the train and either load the train or depart  
6 from the train.

7  
8  
9  
10 REPORTER'S CERTIFICATION

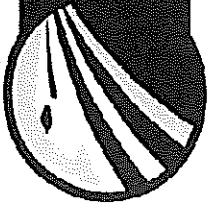
11  
12 I, Tina Blackmore, Certified Shorthand Reporter,  
13 in and for the State of California, do hereby certify:  
14

15 That the foregoing proceedings were reported by  
16 me stenographically and later transcribed into  
17 typewritten under my direction; that the foregoing is a  
18 true record of the proceedings taken at that time.

19  
20 IN WITNESS WHEREOF, I have subscribed my name  
21 this 31st day of October, 2009  
22  
23

24 \_\_\_\_\_  
25 Tina Blackmore, CSR No. 12409





# Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM  
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by November 20, 2009 (return address is on the reverse side of this form).

Name (please print): JIM PERRY City: RIVERSIDE State: CA Zip: 92503

Organization/Business

E-mail: PERRY.JIK@ATT.NET

Address: 11539 INGLEWOOD CT - RIVERSIDE 92503

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

I AM IN FAVOR OF THIS PROJECT! IT PROVIDES  
AN ALTERNATIVE MEANS OF TRANSPORTATION TO THIS  
STATES. IT APPEARS TO BE SAFE AND CLEAN TO THE  
ENVIRONMENT.

I WOULD PREFER TO SEE A STATION LOCATED IN  
THE CITY OF RIVERSIDE THIS WOULD PROVIDE A  
LOCATION IN THE LARGEST CITY WITHIN THIS  
COUNTY. RIVERSIDE IS CENTRALLY LOCATED  
WITHIN THIS REGION AND EASY TO ACCESS.

REGARDLESS OF WHERE THE OTHER RIVERSIDE  
COUNTY STATION IS LOCATED (RIVERSIDE OR  
CORONA) IT WILL BENEFIT THIS ENTIRE REGION  
AND COUNTY.

THIS IS GOOD NEWS FOR THIS STATE AND  
COUNTY. IT SHOULD ALSO BRING JOBS TO  
THOUSANDS OF CITIZENS.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to [comments@hsr.ca.gov](mailto:comments@hsr.ca.gov). In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

Fold and Tape Completely Before Mailing

PUBLIC SCOPING MEETING

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LOS ANGELES TO SAN DIEGO, VIA THE INLAND EMPIRE

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2 OCTOBER 19, 2009

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4 LOUISE APPEL: Okay. I stayed at the Mission  
5 Inn in Riverside about ten years ago because I had to go  
6 to Sylmar, take a 5:00 o'clock train, and I did not  
7 think I would make it. And it's less than a half mile,  
8 we have condos less than a half mile east of the 15  
9 Freeway and that train station was approximately the  
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11 the station there.

12 I'm really against the fast train being  
13 brought in here. It is going wreck the condos when they  
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13 houses were being built up. It was just dirt roads,  
14 dirt hills, now it's completely built up.

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16 have only been here ten years and the people have moved  
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15 Just like they did with the rail lines 150 years ago.  
16 If it's affordable as far as gas prices go for people  
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18 purposes versus the long distance travel from L.A. to  
19 San Francisco.

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21 JEAN HIXENBAUGH: I am in the over 55  
22 community. And there is another neighboring over 55  
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1 goes along the 215, that will really impact us as a  
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3 Palmea, that is another over 55 community that adjoins  
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7 We're a pretty large community, we are pretty active as  
8 to what goes on.

9 Thank you.

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14 Moreno Valley. And somehow there needs to be a  
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5 CURT PRYOR: I am originally from England. I  
6 am used to riding on very fast trains. And I think this  
7 would be a great asset here, but it's ridiculous that  
8 it's taking so long to do it. You know, this fantastic  
9 yankie intuitive, hard-working, fast action, let's see  
10 some of it, you know. Riding on trains is great. It  
11 would be great to see this happening in a couple of  
12 years rather than a couple of decades. I'm sure that  
13 the state and country would do well from it. Because  
14 traveling by car sucks, and airports are fine, if you  
15 can get to them in time. Even there, it is very slow  
16 and laborious, hanging around for the flights and  
17 whatnot. Traveling by train is very pleasant. And you  
18 can actually work on a train.  
19

20 STEPHAN PRIOR: I would like to see this  
21 project go forward. I think it could provide a lot  
22 benefits for a lot of people, giving people more choices  
23 and more freedom, which is what this country is all  
24 about.  
25

## REPORTER'S CERTIFICATION

I, Tina Blackmore, Certified Shorthand Reporter,  
in and for the State of California, do hereby certify:

That the foregoing proceedings were reported by  
me stenographically and later transcribed into  
typewritten under my direction; that the foregoing is a  
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9 yankie intuitive, hard-working, fast action, let's see  
10 some of it, you know. Riding on trains is great. It  
11 would be great to see this happening in a couple of  
12 years rather than a couple of decades. I'm sure that  
13 the state and country would do well from it. Because  
14 traveling by car sucks, and airports are fine, if you  
15 can get to them in time. Even there, it is very slow  
16 and laborious, hanging around for the flights and  
17 whatnot. Traveling by train is very pleasant. And you  
18 can actually work on a train.  
19

20 STEPHAN PRIOR: I would like to see this  
21 project go forward. I think it could provide a lot  
22 benefits for a lot of people, giving people more choices  
23 and more freedom, which is what this country is all  
24 about.  
25



## REPORTER'S CERTIFICATION

I, Tina Blackmore, Certified Shorthand Reporter,  
in and for the State of California, do hereby certify:

That the foregoing proceedings were reported by  
me stenographically and later transcribed into  
typewritten under my direction; that the foregoing is a  
true record of the proceedings taken at that time.

IN WITNESS WHEREOF, I have subscribed my name  
this 31st day of October, 2009.

---

Tina Blackmore, CSR No. 12409



# Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM  
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by November 20, 2009 (return address is on the reverse side of this form).

Name (please print): KENNETH RAY City: TEMECULA State: CA Zip: 92592

Organization/~~Business~~ KIWANIS OF TEMECULA E-mail: KENNETH.RAY123@GOL.COM

Address: PO BOX 891333, TEMECULA CA 92589-1333

☒ Yes, I would like to be added to your <sup>email</sup> mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

## QUESTIONS:

1. WILL TRACK RIGHT-OF-WAY BE PRIMARILY THROUGH THE CENTER OF EXISTING FREEWAYS? IF NOT, A STATE-WIDE MECHANISM IS NEEDED TO PRESERVE POTENTIAL RIGHTS OF WAY. AT MINIMUM, THERE SHOULD BE PROHIBITIONS TO PREVENT LOCAL AGENCIES FROM PERMITTING ERECTION OF PERMANENT STRUCTURES ACROSS LIKELY ROUTES.

2. WHO WILL OWN/BUILD/OPERATE STATIONS? A JOINT AUTHORITY OF THE CITIES OF MURRIETA AND TEMECULA I BELIEVE WOULD BE THE MOST EXPEDITIOUS WAY TO QUICKLY BRING A MURRIETA STATION ONLINE. IN ANY CASE, LOCAL REGIONAL GOVERNMENTS AND AGENCIES MUST BE PART OF THE PLANNING AND OPERATING PROCESS.

3. WHATEVER PARKING IS PLANNED, DOUBLE IT! THESE STATIONS WILL BE COMMUTER HUBS - ADEQUATE PARKING IS ABSOLUTELY CRITICAL IF CURRENT DRIVERS ARE TO BE PERSUADED TO ABANDON THEIR VEHICLES AND INSTEAD TAKE CAL-RAIL.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to [comments@hsr.ca.gov](mailto:comments@hsr.ca.gov). In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

Fold and Tape Completely Before Mailing





# Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM  
Los Angeles to San Diego via the Inland Empire Section

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Name (please print): CHRISTINE G. RODRIGUEZ City: CORONA State: CA Zip: 92881  
Organization/Business: CGR STRATEGIC COMMUNICATIONS, LLC E-mail: cgr@christinegrodriguez.com  
Address: 736 PAYETTE DR., CORONA, CA 92881

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.  
Comment (please write clearly): ALREADY SIGNED UP ON WEB.

The public scoping meeting in Corona was very well-organized. The information was clear and concise. The "looped video" and story boards motivated me to visit your website & learn more about the project. FYI - I had lived in CA for 27 yrs. - commuting from Corona to Anaheim (Rockwell facility). Then, I moved with Rockwell's Corp. HQ to Milwaukee for 7 yrs. I am now retired from Rockwell but have two small businesses. The CA high-speed rail would enable me - as a small business owner - to reach more of my target audiences. As a retiree on a "fixed income," the HSR would enable me to travel throughout the state in a much more time- and dollar efficient way. In addition, as a citizen who is very concerned about the environment, HSR is a no-brainer. We must seek/develop & implement new forms of environmentally friendly transportation. I am a grandmother of 5 + 1 on the way. I want to do what I can to make their future world as green as possible. This system is long overdue in CA. Let's get it done!!  
let me know Christine G. Rodriguez (www.christinegrodriguez.com) how I can help.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to comments@hsr.ca.gov. In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

I tried this several times & couldn't get through to this page.  
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Los Angeles to San Diego via the Inland Empire Section

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Name (please print):

Barbara Rugg

City:

Rainbow

State:

Zip:

92028

Organization/Business

E-mail:

frugg@thegrid.net

Address:

1752 Rice Canyon Rd

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

Log home on 5 acres, 1 mile East of the  
15 Freeway. Not interested in selling  
or having a train path go through my  
property.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to [comments@hsr.ca.gov](mailto:comments@hsr.ca.gov). In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

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1  
2 PUBLIC SCOPING MEETING  
3 CALIFORNIA HIGH-SPEED TRAIN SYSTEM  
4 LOS ANGELES TO SAN DIEGO VIA THE INLAND EMPIRE  
5  
6  
7  
8

9 THURSDAY OCTOBER 22, 2009

10 3:00 P.M. TO 7:00 P.M.  
11  
12  
13

14 HELD AT  
15 CESAR CHAVEZ COMMUNITY CENTER  
16 2060 UNIVERSITY AVENUE  
17 RIVERSIDE, CALIFORNIA  
18  
19  
20  
21  
22  
23  
24

25 Pages 1 - 5

1

2     Comments by:

3     1. Judy Salazar

4     2. Steve Enna

5     3. Ned Ibrahim

6

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1 RIVERSIDE, CALIFORNIA, THURSDAY OCTOBER 22, 2009,

2  
3 MS. SALAZAR: I just want to say that the meeting  
4 is very interesting. I have been reading about it in  
5 the paper and following through with it. Resident of  
6 Riverside all my life. I would like to see it go along  
7 the corridor of the 215 free way. I prefer the 215.

8 MR. ENNA: Here are my comments on it.

9 Number 1, you're going to have to limit the  
10 stations. Otherwise you might as well build a  
11 Metrolink, because the whole purpose of a high-speed  
12 train is to have limited access so that you can go  
13 faster.

14 Second thing is if you do that, then you have  
15 to have light rail and buses to augment it so you can  
16 get the people from and to the high-speed train.

17 And third, I like the 215 option. It makes  
18 more sense: Easier to construct; the land is not  
19 impacted; there's a lot of open space. And it will be  
20 easier to control.

21 MR. IBRAHIM: I live in Riverside. I am a retired  
22 engineer. Was the Assistant Public Works Director for  
23 the City of Corona.

24 Obviously this is a tremendously important  
25 project for the State and for the region. Just looking

1 at the maps here without looking at all the details,  
2 because there are no details, the purple alignment,  
3 which is the I-10/215, the one that is through East  
4 Riverside seems to be positioned to serve where the most  
5 concentration of population and commerce and future  
6 growth for the western Riverside County is, and that  
7 would be my choice, without looking at the rest of the  
8 facts of course.

9           The station near UCR, in addition to the one  
10 by Cal Poly Pomona, are really critical. These are huge  
11 campuses, and obviously this kind of facility being a  
12 high speed facility, should really be looked at as an  
13 Interstate, as if it was a freeway. There shouldn't be  
14 too many stops. Otherwise it ceases to be an intrastate  
15 system. You cannot have a stop in every little town.

16           And certainly there would be opportunities.  
17 It's like when you build a new freeway. There will be  
18 opportunities to feed into the system through light rail  
19 or Metrolink in addition to the highway system.

20           But I am for the purple alignment that seems  
21 to be just positioned exactly where I think it needs to  
22 be in relation to the freeway system and the population,  
23 where the growth is for the County.

24           (end of comments)

25



3

6           That the Transcript of Proceedings was taken  
7 down by me in shorthand at the time and place therein  
8 named, at which times the witnesses were placed under  
9 oath and were sworn by me to tell the truth, the whole  
0 truth, and nothing but the truth;

14 I further certify that I am neither counsel  
15 for any party in said action, nor am I related to any  
16 party to said action, nor am I in any way interested in  
17 the outcome thereof.

20

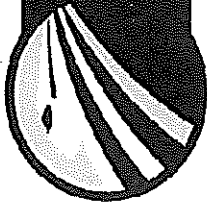
21

22

23 RUBEN GARCIA, CSR No. 11305

24

25



# Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM

Los Angeles to San Diego via the Inland Empire Section

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Name (please print): Karla Saunders City: Carroll State: CA Zip: 92282  
Organization/Business  
Address: 761 Hearst Way E-mail: juggleletter@aol.com

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

I would really like to see an annual or yearly  
pass so I could get to San Francisco every  
weekend.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to [comments@hsr.ca.gov](mailto:comments@hsr.ca.gov). In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

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PUBLIC SCOPING MEETING

RE: CALIFORNIA HIGH-SPEED TRAIN SYSTEM

LOS ANGELES TO SAN DIEGO, VIA THE INLAND EMPIRE

The following Public Comments were taken at  
a Public Scoping Meeting presented by the California  
High-Speed Rail Authority and Federal Railroad  
Administration, held at the Murrieta Public Library,  
Murrieta, California, Monday, October 19, 2009,  
3:00 p.m. - 7:00 p.m., as reported by  
Tina Blackmore, CSR No. 12409

1 MURRIETA, CALIFORNIA

2 OCTOBER 19, 2009

3  
4 LOUISE APPEL: Okay. I stayed at the Mission  
5 Inn in Riverside about ten years ago because I had to go  
6 to Sylmar, take a 5:00 o'clock train, and I did not  
7 think I would make it. And it's less than a half mile,  
8 we have condos less than a half mile east of the 15  
9 Freeway and that train station was approximately the  
10 same distance. And I couldn't sleep all night long with  
11 the station there.

12 I'm really against the fast train being  
13 brought in here. It is going wreck the condos when they  
14 see on the other side, the train tracks. I'm afraid  
15 that is what will happen there then. There is empty  
16 fields there still and they probably will put the train  
17 station right there behind us. I will not be able to  
18 sleep all night long. That is my comment.

19  
20 KENT APPEL: My concern is: Do we need it?  
21 Can we afford it? And not where it's going; whether I  
22 want it or not. I don't know that I want it even to be  
23 to be built. What is the -- what is the need for this?  
24 How far is it going to go? How much will it cost? Plus  
25 will there be any property seized for emanant domain?



1           At this time I would be inclined to -- is it a  
2 County project or is it a State project? Whoever my  
3 representatives of the County, State or Federal, I will  
4 contact them, write letters, faxes, make phone calls.  
5 And at this point I oppose it. With the budget  
6 constraints, can we afford this and do the benefits  
7 outweigh the costs? At this time I don't know. At this  
8 point I oppose it.

9  
10           LOUISE APPEL: I want to add something: I  
11 moved here, lived here ten years and I thought I was  
12 moving to a peaceful country. But in less than a year  
13 houses were being built up. It was just dirt roads,  
14 dirt hills, now it's completely built up.

15           And this is a bad time to have a train. I  
16 have only been here ten years and the people have moved  
17 three, four, some five times on my little cul-de-sac.  
18 Six are bankrupt, owned by the bank, foreclosures. Now  
19 there is two big houses right across from me the bank  
20 owns one, and the other one I think the bank owns. I  
21 think it's a bad time for a train, to spend the money on  
22 something like that.

23  
24           RICHARD BULL: I hope if you build it, it  
25 works fine and you do not have too many problems with

1 it.

2  
3 MARK SCARLATA: I think the system is a valid  
4 system. I think that the people will use it for  
5 commuting also. San Diego to Murrieta, Temecula,  
6 Escondido, Ontario route, many, many people live out  
7 here, they commute to Orange County or L.A. for work.  
8 More people would probably use it for commuting purposes  
9 than the transportation from L.A. to San Francisco, as I  
10 believe it was sold to us for Prop 1A.

11 They should probably build it from the  
12 Southern California regional standpoint first, and then  
13 maybe the San Francisco to Sacramento standpoint and  
14 then meet somewhere in the San Joaquin Valley together.  
15 Just like they did with the rail lines 150 years ago.  
16 If it's affordable as far as gas prices go for people  
17 traveling, then more people will use it for commuter  
18 purposes versus the long distance travel from L.A. to  
19 San Francisco.

20  
21 JEAN HIXENBAUGH: I am in the over 55  
22 community. And there is another neighboring over 55  
23 community. And we are on Antelope, so here is Antelope  
24 and there the 215. And my home is particularly close to  
25 Antelope, as are many others. And my concern is if it



1 goes along the 215, that will really impact us as a  
2 community. So that would be the Oasis in Menifee and  
3 Palmea, that is another over 55 community that adjoins  
4 us.

5 So I will take a few more of these, and maybe  
6 some of the people in Oasis might want to comment.  
7 We're a pretty large community, we are pretty active as  
8 to what goes on.

9 Thank you.

10  
11 KATHERINE ZOOK: Basically the demographics of  
12 the Moreno Valley area will not support it as much as  
13 Corona. You want it to go through Corona rather than  
14 Moreno Valley. And somehow there needs to be a  
15 connection as it goes north and makes that bend in  
16 Riverside/San Bernardino area to head back toward L.A.  
17 There needs to be a connector or an interface so that  
18 people could go from San Diego to Las Vegas and connect  
19 with that system that they are trying to build to Vegas  
20 with just one change at the Riverside/San Bernardino  
21 station so that you can go north make a change and  
22 go on to Vegas.

23 And I would be very interested in information  
24 as it gets closer as to exactly where the electricity  
25 for this thing is powered from. Is it sustainable or

1 are we bringing it in from some other state just to make  
2 it look as though we're not polluting, when in fact  
3 we're just moving the pollution someplace else.

4  
5 CURT PRYOR: I am originally from England. I  
6 am used to riding on very fast trains. And I think this  
7 would be a great asset here, but it's ridiculous that  
8 it's taking so long to do it. You know, this fantastic  
9 yankie intuitive, hard-working, fast action, let's see  
10 some of it, you know. Riding on trains is great. It  
11 would be great to see this happening in a couple of  
12 years rather than a couple of decades. I'm sure that  
13 the state and country would do well from it. Because  
14 traveling by car sucks, and airports are fine, if you  
15 can get to them in time. Even there, it is very slow  
16 and laborious, hanging around for the flights and  
17 whatnot. Traveling by train is very pleasant. And you  
18 can actually work on a train.

19  
20 STEPHAN PRIOR: I would like to see this  
21 project go forward. I think it could provide a lot  
22 benefits for a lot of people, giving people more choices  
23 and more freedom, which is what this country is all  
24 about.



## REPORTER'S CERTIFICATION

I, Tina Blackmore, Certified Shorthand Reporter,  
in and for the State of California, do hereby certify:

That the foregoing proceedings were reported by  
me stenographically and later transcribed into  
typewritten under my direction; that the foregoing is a  
true record of the proceedings taken at that time.

IN WITNESS WHEREOF, I have subscribed my name  
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Tina Blackmore, CSR No. 12409



## Los Angeles to San Diego via the Inland Empire Section

**Fold and Tape Completely Before Mailing**



PUBLIC SCOPING MEETING

RE: CALIFORNIA HIGH-SPEED TRAIN SYSTEM

LOS ANGELES TO SAN DIEGO, VIA THE INLAND EMPIRE

The following Public Comments were taken at  
a Public Scoping Meeting presented by the California  
High-Speed Rail Authority and Federal Railroad  
Administration, held at the Corona Public Library,  
Corona, California, Tuesday, October 20, 2009,  
3:00 p.m. - 7:00 p.m., as reported by  
Tina Blackmore, CSR No. 12409

1 CORONA, CALIFORNIA

2 OCTOBER 20, 2009

3  
4 RICHARD ORNELAS: I have six comments to make  
5 on the high-speed train.

6 No. 1: Water. If we take the elevated  
7 high-speed train and put water lines on left and right  
8 side, down the middle, three water lines, that can be  
9 engineered by the water people to know how big of pipes  
10 and how much, and the pipe can be researched and  
11 developed by the water people. You put it on high-speed  
12 train, then up at the dam on the other side of  
13 Sacramento, we can fill those pipes up and when the  
14 high-speed train comes all the way down to San Diego,  
15 they can bring the water down with them in those pipes  
16 because we can siphon off the pressure on the  
17 high-speed train to push that water at the required  
18 speed so it will not heat up and endanger it. So we can  
19 bring water 24 hours/seven days a week and 365 days a  
20 year through these waterlines. And we can bring the  
21 first water to the Delta. Instead of building a refill  
22 canal that will cost 20 million dollars, we can now  
23 bring the water in the high-speed train and siphon off  
24 so much water from the Delta 24 hours a day. And they  
25 will having enough water for whatever they need.



1           Second, the water would go San Joaquin Valley  
2   in that area over there we can siphon the water also  
3   from the pipelines into San Joaquin Valley and then  
4   going over the ridge route, the propulsion of the train  
5   will push the water over the ridge route and down here  
6   to the Inland Empire. And so we can have water here in  
7   the Inland Empire all the way to San Diego. Because the  
8   people that have the Colorado water, they are already  
9   saying that they are going to take Colorado water away  
10  from us. And so we are depending a lot on the rain  
11  water now. With this system of water coming down, the  
12  rainwater that normally goes underground, as the  
13  underground levels go up, it will not be necessary  
14  anymore because water coming in the pipelines will  
15  furnish enough water to fill the reservoirs and for  
16  public use. And so rainwater will now fill up those  
17  underground water reservoirs, and the rain water will  
18  start pushing off the land in the ocean and will clean  
19  the Pacific Ocean coastline of our deterioration,  
20  contamination. This rainwater will now be able to do  
21  that. And so once this is set up, we'll have rainwater,  
22  we'll have water coming from there.

23           And Washington and Oregon are building a  
24  high-speed train. Once we connect with them, we can get  
25  all the water we need from Washington and Oregon.

1           And the cost right now, the Government is  
2     saying that we will spend 50 or 60 billion dollars on  
3     water to build a new system, they will not have to do  
4     that. Instead of building a new system, they will just  
5     put the water system on the high-speed train, and they  
6     can cut that budget in half from 60 billion, and we cut  
7     it down to about 25 billion. So we are saving 25 to 30  
8     billion dollars.

9           No. 2: The traffic. When we get the  
10    high-speed train set up, it will take 70 percent of the  
11    traffic off the freeway. The 50 billion dollars that  
12    they are talking about building new freeways, now it  
13    will not be necessary because the traffic will be taken  
14    off of the freeway. And it will now eliminate needing  
15    to build new freeways and repair the freeways we have  
16    now. There will money left over so we cut the budget of  
17    the freeways in half. So maybe the 25 billion dollars  
18    on the freeway, they will now use it on the high-speed  
19    train.

20           Now, electrical, there is, General Electric  
21    has a patent by an engineer that lives in Fullerton that  
22    is now retired that developed a high turbine engine  
23    generator. And like those big windmills generating  
24    electricity in the desert, this little engine is very  
25    small and it will generate two to three times as much



1 electricity as those. I propose that you put those  
2 little generators on top of the high-speed train. And  
3 as the high-speed train travels at 225 miles an hour, it  
4 will generate enough electricity so the high-speed train  
5 will run at no cost. The high-speed train cost \$400 to  
6 run every 17 kilowatts of electricity. This system will  
7 generate enough electricity so the train will run at no  
8 cost and enough left over to light up the freeway  
9 lights, all the freeway signs will be able to be lit up  
10 off the generation of the high-speed train. So the  
11 State of California will save all that money.

12 Third: The enviromental people are talking  
13 about spending 50 to 60 billion dollars in the next 10  
14 or 15 years to perform environmental control. Well, for  
15 this high-speed train and taking off the traffic on the  
16 freeway, it will cut the environmental budget in half.  
17 Instead of having 50 or 60 billion dollars in the  
18 budget, they will only need 25. That is another 25  
19 billion dollars they save in bonds.

20 Fourth: The deficit. That deficit right now  
21 is 28 billion. With this saving of the budget on water  
22 and traffic and the environment, we can use that money  
23 to offset the deficit and pay off the deficit and we  
24 will not have to raise to taxes and everything else.

25 Next, it will take about 500,000 to a million

1 new jobs to build this high-speed train system. And  
2 instead of building it in ten years, we put this money  
3 into the high-speed train and we build it in three  
4 years. Plus we could build a dual line. Instead of one  
5 line coming all way down, build one also coming and one  
6 going for safety and for the population that will be  
7 traveling in this system. Because it will be cheaper  
8 than flying, cheaper than driving, it will be cheapest  
9 transportation and it will be the quickest and easiest.

10 Those are my comments in a nutshell. But  
11 there is a lot more to it. So if anybody wants to get  
12 in contact with me, you can call me at any time and we  
13 can discuss it in more detail.

14  
15 GARRY GRANT: First of all, I am frustrated in  
16 the relationship that I cannot study the presentation  
17 that you have by virtue of the fact that it's theory and  
18 not practical.

19 The problem here is that we are facing a  
20 catastrophic condition in the finances of the United  
21 States, to even consider this venture is amiss in my  
22 opinion.

23 However, if you do decide to go ahead with  
24 this, I would prefer that the rails are placed on either  
25 side of the freeways, one going up and one going down



1 and an overpass where people are getting off to  
2 different ramps, different areas. The reason for this  
3 is that land values are so great that there is an  
4 assumption to use other sources of area or alternative  
5 areas that at this time would not be wise financially  
6 and would burden the bonding of this process for many  
7 years to come. And our young people have been burdened  
8 too far in debt in this bond system that we have  
9 accepted as a condition of life.

10 And I put it in a nutshell, like that.

11 In my personal opinion, all of my friends feel  
12 the same way. And representing the R.C.U.C, Riverside  
13 County United Community, as their president, I feel that  
14 I would be remiss in not making this statement that this  
15 is not a good thing to do.

16 I would add that the final cost becomes  
17 greater than the initial bonding statement by virtue of  
18 the interest paid.

19  
20 BOBBY SPIEGEL: I would like the path straight  
21 up the 15, not going over the 215. I think that looking  
22 at the layout that they have there, I believe that the  
23 construction cost would be a lot lower. Either path is  
24 going to create job development. However, I think the  
25 path will be a shorter distance for them to build. We

1 have to be looking at every way to cut costs once we  
2 start going on this.

3 Personally, I want it locally. I think it's  
4 the hub. People can get to Corona, and from there they  
5 can take the train and either load the train or depart  
6 from the train.

7  
8  
9  
10 REPORTER'S CERTIFICATION

11  
12 I, Tina Blackmore, Certified Shorthand Reporter,  
13 in and for the State of California, do hereby certify:

14  
15 That the foregoing proceedings were reported by  
16 me stenographically and later transcribed into  
17 typewritten under my direction; that the foregoing is a  
18 true record of the proceedings taken at that time.

19  
20 IN WITNESS WHEREOF, I have subscribed my name  
21 this 31st day of October, 2009

22  
23  
24 \_\_\_\_\_  
25 Tina Blackmore, CSR No. 12409





# Comment Form

CALIFORNIA HIGH-SPEED TRAIN SYSTEM  
Los Angeles to San Diego via the Inland Empire Section

Thank you for attending today's meeting. The scoping process is designed to provide the public and governmental agencies the opportunity to help identify the scope of issues to be studied in depth during the preparation of the Environmental Impact Report/Environmental Impact Statement. Scoping allows the public to become involved at the beginning of the EIR/EIS process. Please take a few minutes to provide your comments. Please return comments to the California High-Speed Rail Authority by November 20, 2009 (return address is on the reverse side of this form).

Name (please print): Turner C. Stancil City: RIVERSIDE State: CA Zip: 92507  
Organization/Business: CIOND E-mail: ciond@sboglobal.net  
Address: 4435 Dwight Ave

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

I love the idea and would encourage the use of this train.  
This method of travel could save time and money  
for visitors, workers, students and all concerns, relieving the Freeway  
of congestion and would pay for itself + maintenance  
in a very short time.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to [comments@hsr.ca.gov](mailto:comments@hsr.ca.gov). In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

Fold and Tape Completely Before Mailing





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Name (please print): Susan Strassburg City: Murick State: CA Zip: 92563

Organization/Business

E-mail: episcenia@yahoo.com

Address: 39628 Avenida Miguel Oest

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

The Inland Empire suffers from a severe lack of jobs - a high speed rail will allow access to good jobs in other areas. One area that is heavily industrial is Irvine & the non-died route will not alter the current I-5-2hr commute it would be nice to address this. Also if the time frame can be improved this is very slow for a need right now.

Please move forward with all haste

Let us know when you are addressing transportation from stations to work locations as this is one of the next challenges - I'd like to discuss Segway rental station

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to [comments@hst.ca.gov](mailto:comments@hst.ca.gov). In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

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## Kris Livingston

---

**From:** Henry Tang [tanghenry@yahoo.com]  
**Sent:** Tuesday, October 20, 2009 2:39 PM  
**To:** HSR Comments  
**Subject:** LA-SD HST Section via the Inland Empire

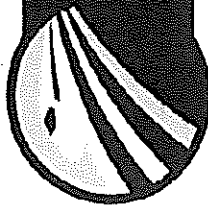
To the California High Speed Rail Authority:

I strongly support the construction of high-speed rail. As a daily commuter on the Metrolink Riverside Line from East Ontario to Union Station, I would hope to be able to use the proposed high-speed train from Ontario to Union Station as a way to significantly reduce commute time. Even if train fares are high, I would still pay for the significant time savings. I do believe there are many inland empire commuters like myself who would pay dearly for this service and be a source of steady ridership on this segment. I realize the Inland Empire segment will not be constructed anytime soon, but if it were, the ridership (many of us who are taking the slow Metrolink trains today) will be there.

Additionally, is there any information on potential Metrolink commuter service improvements (specifically, faster trains) that may result from the high-speed rail project infrastructure improvements? I have not be able to find much information on this topic, although I concede this is more a Metrolink issue than a CA HSR Authority concern.

Sincerely,

Henry Tang



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Los Angeles to San Diego via the Inland Empire Section

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Name (please print): Alise Wray City: Corona State: \_\_\_\_\_ Zip: \_\_\_\_\_

Organization/Business \_\_\_\_\_ E-mail: \_\_\_\_\_

Address: Box 7046 Riverside CA 92513

☐ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

- earthquake safety - does Japan have problems with the trains on the tracks when there are earthquakes?

- how will you keep people and wildlife away from off the tracks

- how are they powered? Solar electricity?  
Conventionally generated electricity?

- how long do the trains last? Annual  
maintenance costs?

- Safety record -

- cost to ride compared to air fare - comparable?

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to [comments@hsr.ca.gov](mailto:comments@hsr.ca.gov). In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

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Name (please print): Ramon Ventura City: Murietta State: CA Zip: 92562  
Organization/Business: Antar Engineering E-mail: ckventura@verizon.net  
Address: 36677 Oak Meadows Place Murietta CA 92562

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

I would support a CA High-Speed Train system  
especially going through Interstate, northbound.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to [comments@hsr.ca.gov](mailto:comments@hsr.ca.gov). In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

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Name (please print): Phillip Villa City: Murietta State: CA Zip: 90562  
Organization/Business None Phone: (951) 764-3324 E-mail: philipvilla@hotmail.com  
Address: 37448 Old Oak Terrace

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings and meeting notices.

Comment (please write clearly):

I am a student at U.S.D.C. planning to transfer to U.C. Berkeley or U.C. San Diego next. I am in full support of this project. I know the final costs haven't been set because they're variable, but I believe if this project is persistent on lobbying efforts and focuses on job creation, environmental sustainability, and other ideas that encompass benefiting the public, this project will have the political and public support necessary to acquire the necessary funding to complete this project. This is a 'green public project' that would not only be a sign of progression for California, but for the entire country. I will help this project in any way I can as a citizen and hope your projects completes all of its goals.

Thank you for your participation in this important process. You may drop off your completed comment sheet in a comment box or with any High-Speed Train team member, mail, or send via e-mail with subject line "LA-SD HST Section via the Inland Empire" to [comments@hsr.ca.gov](mailto:comments@hsr.ca.gov). In addition, comments may also be submitted verbally to the court reporter today. All comments must be submitted no later than November 20, 2009.

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PUBLIC SCOPING MEETING

RE: CALIFORNIA HIGH-SPEED TRAIN SYSTEM

LOS ANGELES TO SAN DIEGO, VIA THE INLAND EMPIRE

The following Public Comments were taken at  
a Public Scoping Meeting presented by the California  
High-Speed Rail Authority and Federal Railroad  
Administration, held at the Murrieta Public Library,  
Murrieta, California, Monday, October 19, 2009,  
3:00 p.m. - 7:00 p.m., as reported by  
Tina Blackmore, CSR No. 12409

1 MURRIETA, CALIFORNIA

2 OCTOBER 19, 2009

3  
4 LOUISE APPEL: Okay. I stayed at the Mission  
5 Inn in Riverside about ten years ago because I had to go  
6 to Sylmar, take a 5:00 o'clock train, and I did not  
7 think I would make it. And it's less than a half mile,  
8 we have condos less than a half mile east of the 15  
9 Freeway and that train station was approximately the  
10 same distance. And I couldn't sleep all night long with  
11 the station there.

12 I'm really against the fast train being  
13 brought in here. It is going wreck the condos when they  
14 see on the other side, the train tracks. I'm afraid  
15 that is what will happen there then. There is empty  
16 fields there still and they probably will put the train  
17 station right there behind us. I will not be able to  
18 sleep all night long. That is my comment.

19  
20 KENT APPEL: My concern is: Do we need it?  
21 Can we afford it? And not where it's going; whether I  
22 want it or not. I don't know that I want it even to be  
23 to be built. What is the -- what is the need for this?  
24 How far is it going to go? How much will it cost? Plus  
25 will there be any property seized for emanant domain?



1           At this time I would be inclined to -- is it a  
2 County project or is it a State project? Whoever my  
3 representatives of the County, State or Federal, I will  
4 contact them, write letters, faxes, make phone calls.  
5 And at this point I oppose it. With the budget  
6 constraints, can we afford this and do the benefits  
7 outweigh the costs? At this time I don't know. At this  
8 point I oppose it.

9  
10           LOUISE APPEL: I want to add something: I  
11 moved here, lived here ten years and I thought I was  
12 moving to a peaceful country. But in less than a year  
13 houses were being built up. It was just dirt roads,  
14 dirt hills, now it's completely built up.

15           And this is a bad time to have a train. I  
16 have only been here ten years and the people have moved  
17 three, four, some five times on my little cul-de-sac.  
18 Six are bankrupt, owned by the bank, foreclosures. Now  
19 there is two big houses right across from me the bank  
20 owns one, and the other one I think the bank owns. I  
21 think it's a bad time for a train, to spend the money on  
22 something like that.

23  
24           RICHARD BULL: I hope if you build it, it  
25 works fine and you do not have too many problems with

1 it.

2  
3 MARK SCARLATA: I think the system is a valid  
4 system. I think that the people will use it for  
5 commuting also. San Diego to Murrieta, Temecula,  
6 Escondido, Ontario route, many, many people live out  
7 here, they commute to Orange County or L.A. for work.  
8 More people would probably use it for commuting purposes  
9 than the transportation from L.A. to San Francisco, as I  
10 believe it was sold to us for Prop 1A.

11 They should probably build it from the  
12 Southern California regional standpoint first, and then  
13 maybe the San Francisco to Sacramento standpoint and  
14 then meet somewhere in the San Joaquin Valley together.  
15 Just like they did with the rail lines 150 years ago.  
16 If it's affordable as far as gas prices go for people  
17 traveling, then more people will use it for commuter  
18 purposes versus the long distance travel from L.A. to  
19 San Francisco.

20  
21 JEAN HIXENBAUGH: I am in the over 55  
22 community. And there is another neighboring over 55  
23 community. And we are on Antelope, so here is Antelope  
24 and there the 215. And my home is particularly close to  
25 Antelope, as are many others. And my concern is if it



1 goes along the 215, that will really impact us as a  
2 community. So that would be the Oasis in Menifee and  
3 Palmea, that is another over 55 community that adjoins  
4 us.

5 So I will take a few more of these, and maybe  
6 some of the people in Oasis might want to comment.  
7 We're a pretty large community, we are pretty active as  
8 to what goes on.

9 Thank you.

10  
11 KATHERINE ZOOK: Basically the demographics of  
12 the Moreno Valley area will not support it as much as  
13 Corona. You want it to go through Corona rather than  
14 Moreno Valley. And somehow there needs to be a  
15 connection as it goes north and makes that bend in  
16 Riverside/San Bernardino area to head back toward L.A.  
17 There needs to be a connector or an interface so that  
18 people could go from San Diego to Las Vegas and connect  
19 with that system that they are trying to build to Vegas  
20 with just one change at the Riverside/San Bernardino  
21 station so that you can go north make a change and  
22 go on to Vegas.

23 And I would be very interested in information  
24 as it gets closer as to exactly where the electricity  
25 for this thing is powered from. Is it sustainable or

1 are we bringing it in from some other state just to make  
2 it look as though we're not polluting, when in fact  
3 we're just moving the pollution someplace else.  
4

5 CURT PRYOR: I am originally from England. I  
6 am used to riding on very fast trains. And I think this  
7 would be a great asset here, but it's ridiculous that  
8 it's taking so long to do it. You know, this fantastic  
9 yankie intuitive, hard-working, fast action, let's see  
10 some of it, you know. Riding on trains is great. It  
11 would be great to see this happening in a couple of  
12 years rather than a couple of decades. I'm sure that  
13 the state and country would do well from it. Because  
14 traveling by car sucks, and airports are fine, if you  
15 can get to them in time. Even there, it is very slow  
16 and laborious, hanging around for the flights and  
17 whatnot. Traveling by train is very pleasant. And you  
18 can actually work on a train.  
19

20 STEPHAN PRIOR: I would like to see this  
21 project go forward. I think it could provide a lot  
22 benefits for a lot of people, giving people more choices  
23 and more freedom, which is what this country is all  
24 about.  
25



## REPORTER'S CERTIFICATION

I, Tina Blackmore, Certified Shorthand Reporter,  
in and for the State of California, do hereby certify:

That the foregoing proceedings were reported by  
me stenographically and later transcribed into  
typewritten under my direction; that the foregoing is a  
true record of the proceedings taken at that time.

IN WITNESS WHEREOF, I have subscribed my name  
this 31st day of October, 2009.

---

Tina Blackmore, CSR No. 12409